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THE SKY IN JUNE.

Procyon, in Canis Minor, is still visible in the early evening, low in the southwest, and Castor and Pollux, of the Gemini, still adorn the western sky. Capella of Auriga, is also an object of beauty toward the northwest in the early twilight. Leo, with his sickle, whose brightest gem is Regulus, may be found just west of the meridian, when the stars first come into view. Bootes, with its beautiful Arcturus, is now just passing the meridian, and the Great Dipper of Ursa Major is at its greatest altitude above the northern horizon, and hence not far from our zenith. Cassiopeia, on the opposite side of the pole, is just visible above the horizon.

Virgo is closely following Leo, and its only first magnitude star, Spica, is still seen at a disadvantage by reason of its apparent proximity to Jupiter. Arcturus, Denebola (Beta Leonis), and Spica form a triangle nearly equilateral, with Spica at its southern vertex.

About midway between Arcturus and Vega, in Lyra, great Hercules is found, whose distinguishing feature is a trapezium of third magnitude stars, which includes the point in space toward which our sun, with all his attendants, is hastening. There also is found the celebrated star cluster of Hercules, invisible to unassisted vision, but in the field of a large telescope, beautiful beyond description.

Toward the southeast, Scorpio, with its brilliant Antares, is one of the most beautiful summer constellations. Closely pursuing the Scorpion is Sagittarius, the Archer, with his well-defined bow and arrow. Near the eastern horizon is Altair in Aquila, a first magnitude star, midway between two stars of the second and third magnitude, respectively. The large constellation Cygnus, now well above the eastern horizon in the early evening, is easily recognized as its outline is that of a large cross. Little 61 Cygni is our nearest neighbor, and yet so far removed from us that light, which can compass the earth nearly eight times in a single second, requires eight years to accomplish the vast journey. Deneb, Alpha Cygni, is known to be moving almost directly toward us, and will, at some future time pass by our system, and be the nearest and brightest star.

Venus, Jupiter and Saturn are all conspicuous objects in our evening sky. Venus, in the west is nightly increasing in brightness, and will soon be without a rival in brilliancy and beauty. Jupiter is receding from the earth, and hence, decreasing in brilliancy, but the decrease is so gradual that the change is scarcely perceptible. Saturn, in Scorpio, is at his best, having just passed opposition, his nearest approach to the earth. His rings are in a very favorable position for observation, though his southern declination is so great that even when on the meridian, he is too near the horizon to be seen at best advantage. Mars and Mercury are only visible in the early morning.

Sun spots have been few and of small dimensions during the month just past.

The sun will reach the summer solstice, the point of greatest northern declination, on June 21, at 4:25 a.m. This is the astronomical beginning of summer. Theoretically the 21st is the longest day in the year, but practically it is not longer than several days before and after it. On June 30, the earth reaches its greatest distance from the sun, a little less than 95,000,000 miles.

D. SATTERTHWAITE, Toledo, Ohio.

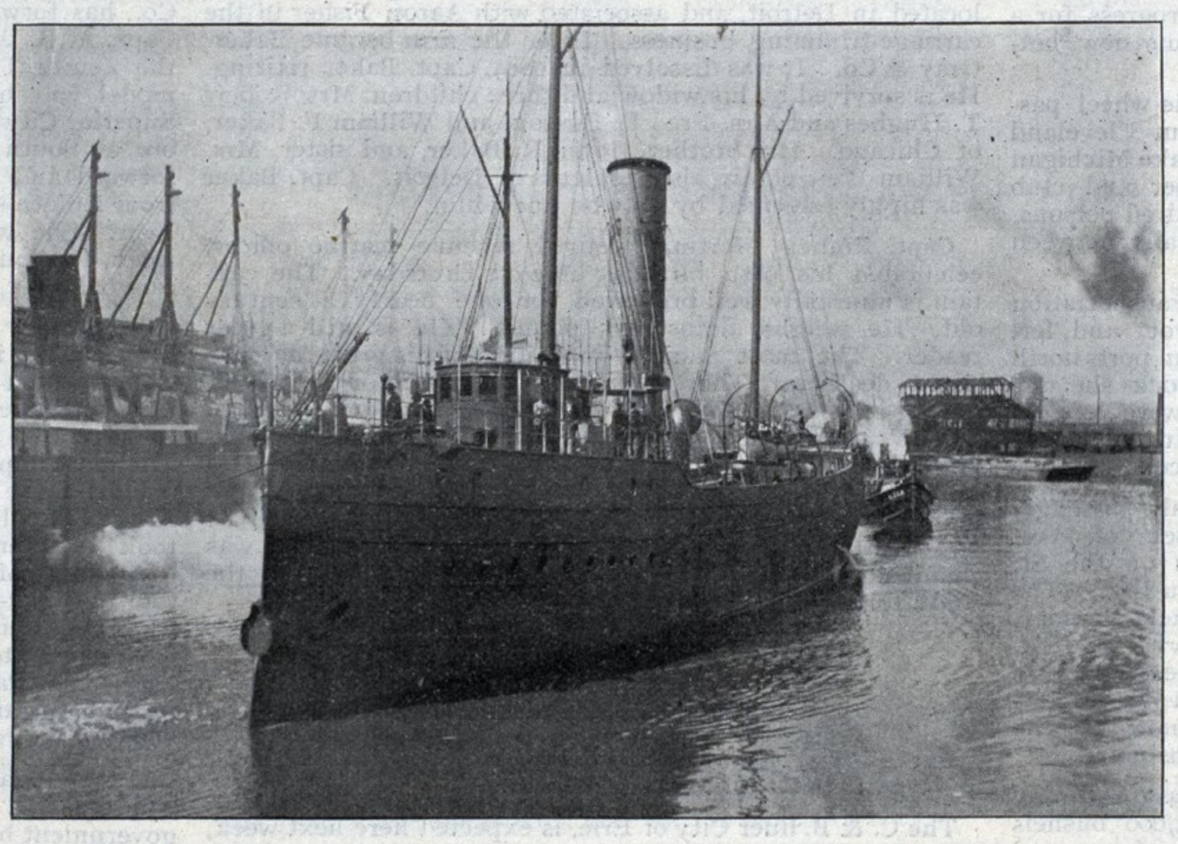
THE through freight on corn from Chicago to Liverpool is 12.93 cents per bushel. A few weeks ago it was 17 cents.

DETROIT RIVER POSTAL SERVICE.

Postmaster Dickerson, of Detroit, has notified the Postmaster General at Washington, that the marine free delivery of mail at Detroit has now become an absolute necessity. From April 5 to June 1, this year, he took off the boats 48,844 pieces of first-class mail, an 80 per cent. gain over last year. He delivered to boats in the same period 33,409 pieces of first-class mail matter, a gain of 89 per cent. He notifies the department that this immense gain is likely to continue throughout the season, and if it does he will ask the department to purchase a perfectly constructed steam launch to handle the business.

LAKE LEVELS FOR MAY.

Mr. Darling, of the Government Engineering Corps, of Duluth, who has charge of the records of the stage of water on Lake Superior under Maj. Clinton B. Sears, Corps of Engineers, U. S. A., reports that the water in Lake Superior was 9⅛ inches lower at Duluth during May than during the same month a year ago. The record at Marquette is 9¼ inches. During May and April there was an average improvement in the stage of the water on Lake Superior of 2½ inches. It appears that, while there continues to be an improvement in the stage of water, it is not up to the average improvement of last season.



The U. S. Revenue Cutter Algonquin.

Built by the Globe Iron Works Co., Cleveland. Hull dimensions—205 feet 6 inches over all, 188 feet keel, 32 feet beam, 17 feet molded depth. Engines—Triple-expansion; cylinders 25, 37½ and 56¼ by 30 inches stroke.

(From a photograph taken by I. S. Fenn, of the Globe Iron Works Co.)

TUG SUNK—LOSS OF THREE LIVES.

An unfortunate mishap, involving the loss of three lives, occurred in the ship canal at Duluth early last Wednesday morning. The iron tug Record of the Inman fleet was taking a line from an incoming steamer when a strong current setting out into the lake carried the tug across the bow of the steamer and she was rolled over and sunk. The accident happened so quickly that those on the tug had no opportunity to escape and three were drowned. The lost are, Capt. John H. Briquelet; engineer, George Briggs, and steward, Elmer Cook. Fireman, Al. Davidson, who also served as lineman and was aft at the time, was saved. The tug will be raised at once and the bodies recovered.

WARSHIPS BUILDING.

The British Admiralty have published annual returns showing the fleets of Great Britain, France, Russia, Germany, Italy, the United States and Japan. The fullest particulars are given respecting battleships, cruisers, coast defence vessels and torpedo craft, both built and building, the date of launch, the displacement, and the armaments are reduced to one common scale. A feature of the return is the disclosure of the fact that Great Britain has not completely finished a battleship since September, 1896, though no less than twelve battleships are building at present, half of them being of 12,950 tons displacement and the other half of 15,000 tons. They are also engaged in building no less than 24 protected cruisers and 48 torpedo boat destroyers. France has at present on the stocks 8 battleships and Russia has 10 either building or about to be commenced. There are now 52 British battleships in commission, 9 building and 3 ordered—64 in all; armored cruisers 18, 4 building, and 4 ordered—26 in all; protected cruisers in commission 96, 24 building—total 119; unprotected cruisers 16; coast defence vessels, armored, 15; special vessels, 3; torpedo vessels, 35; torpedo boat destroyers, 50; building, 46; first-class torpedo boats, 3; making a grand total of 377 vessels.

CHICAGO RIVER—PAST, PRESENT AND FUTURE.

The regular June meeting of the Western Society of Engineers was held on the 1st inst. and was largely attended. The interest of the session centered in a paper by G. A. M. Liljencranz, member of the corps of United States Engineers under Major W. L. Marshall, on the subject, "Obstructive Bridges and Docks of the Chicago River." Mr. Liljencranz treated his subject under three heads: (1) The river as it is, (2) the river as it will be, and (3) the river as it might be. While pointing out the fact that the river has not kept pace with the other great improvements of the city, the speaker admitted that at the outset of the consideration of his subject he was met by the serionus question: "Are existing conditions such as to admit of an improvement of the river that will be commensurate with a metropolis of three or four million inhabitants, as Chicago no doubt will be but a few decades hence?" The improvement of the river was then considered as of two different kinds and classes, which Mr. Liljencranz termed "The vertical and horizontal improvement, the former called for by increased draft of vessels, the latter by the constantly increasing horizontal dimensions of the craft of modern times." These conditions were considered by the speaker as a cause for discouragement.

TO ASCERTAIN LAKE LEVELS.

The War Department has approved the project for the investigation of lake levels, with a view to ascertaining the flow of water through the channels of the Great Lakes, and the matter has been placed under the supervision of Col. G. J. Lydecker. Asst. Engineer E. E. Haskell will be in general charge.

VESSELS CLASSED.

The American Shipmasters' Association classed or rated this week in the "Record of American and Foreign Shipping" the following named vessels: Schooners, Samuel Hart and Silas Brainard; screw steamer, Gettysburg; brig, Eagle Hill, and barkentine, Allanwilde.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to The Marine Record.

Capt. John Prindiville chartered the steamer John Rugee for wheat to Kingston at 2¼ cents.

The steel schooner Maida, now receiving repairs at the Chicago Ship Building Co's. dry dock, has about fifty damaged plates as the result of her colliding with the schooner Australia.

Tuesday was a busy day of arrivals of lumber and cedar carrying schooners, nearly 20 having arrived at this port. The Dunham Towing Co's. tug Protection brought in six schooners at one tow.

J. J. Rardon & Co. chartered the steamer City of London for corn to Buffalo at 1¼ cents, the steamers Phœnix and Thos. Davidson for corn to Buffalo at 1⅛ cents, the schooner Maria Martin for oats to Sarnia at 1 cent.

H. W. Cook & Co. chartered the steamer W. B. Morley for corn, and Simon J. Murphy for wheat to Kingston. The steamers Panther and Katahdin for corn, and W. H. Wolf and New Orleans for oats to Buffalo at 1 cent.

The large steel steamer Superior City arrived at South Chicago on the 5th inst. with her record breaking cargo of iron ore from Lake Superior. She will load corn at Bartlett, Frazer & Co's. elevator, which will probably be another record breaker of some 250,000 bushels.

The yachts of the Chicago Yacht Club are being got ready for the yacht races to come off here on Thursday, Friday and Saturday of this week. The fin-keel yachts Vanenna and Syren will sail a race for a handsome silver cup and $250, the winner of two races out of three to receive the prizes.

The compounding the engines of the tug Welcome has proved a great saving on her coal bill. With 200 pounds of coal she will run light for an hour at an 8-mile gait, and on a forty-hour run down Lake Michigan recently and returning with a tow of three schooners, less than six tons of coal were used.

At the shipyard here, the steamer Lawrence was in dock for a new wheel, the steamer Soo City for bottom calking and some repairs, the steam yachts Pathfinder and Mena, schooner yacht Hawthorne and fin-keel yacht Vanenna for bottom scraping, painting, etc., the steamer Progress for a new stem, the steam canal boat Imperial for some new bottom planks and calking.

The O'Connor Transportation Co's. steel side-wheel passenger steamer State of Ohio, arrived here from Cleveland last Thursday. On Saturday she ran out into Lake Michigan for two hours with an invited party of newspaper and club men and other guests, numbering some five hundred persons. On Sunday she commenced running two trips daily between Chicago and St. Joseph.

The new steamer Georgia, of the Goodrich Transportation Co., arrived here last Thursday from Manitowoc, and left Saturday evening on her weekly run to and from ports north of Chicago. Whilst lying at the company's dock she was inspected by a large number of visitors who were loud in their praise of her, and her furnishings and fittings, life-saving appliances and general seaworthy appearance.

Capt. Frank McGregor has sold the small passenger steamer Josie Davidson to Capt. John Hansen, of West Superior, for $2,200. The Davidson will run on the St. Louis river between West Superior and Fon du Lac. The Davidson was built by Paul Poliot, boat and yacht builder, under Lake St. bridge, for Capt. Richard Davit, in 1884. Since which time she has carried thousands of excursionists from the lake front to the government breakwater, waterworks cribs and Lincoln Park. Capt. Davis now has the steamer Lena Knobloch running in the same business.

The stocks of grain in Chicago elevators last Saturday evening were 1,373,000 bushels of wheat, 7,593,000 bushels of corn, 625,000 bushels of oats, 405,000 bushels of rye, and 26,000 bushels of barley. Total, 10,022,000 bushels of all kinds of grain, against 14,429,000 bushels a year ago. For the same date the secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 22,587,000 bushels of wheat, 21,159,000 bushels of corn, 7,869,000 bushels of oats, 1,282,000 bushels of rye, and 583,000 bushels of barley. These figures are smaller than the corresponding ones of a week ago, by 1,085,000 bushels of wheat, larger by 1,044,000 bushels of corn, 672,000 bushels of oats, smaller by 138,000 bushels of rye, and larger by 20,000 bushels of barley. The visible supply of wheat for the corresponding week of a year ago decreased 2,717,000 bushels.

DETROIT.

Special Correspondence to The Marine Record.

The new feathering side wheels on the Detroit steamer Idlewild has increased her speed about three miles an hour.

The schooner Chattanooga was launched at Davidson's shipyard on Thursday. She is 320 feet over all, 45 feet beam, 24 feet deep, and the largest carrier ever built at the Davidson yards. She will be added to the Davidson fleet.

On Thursday the steel steamer America swung against the small passenger steamer Juliet, at the dock, and crushed her so badly that she came near sinking before a dry dock could be reached. On account of the severe squeeze the Juliet will have to be largely rebuilt.

Capt. Finlay McKay, of Belle Ewart, Ont., a veteran sailor, formerly for fourteen years serving on the Great Lakes, and for many years past engaged on Lake Simcoe, is dead, aged 78. Capt. McKay, in 1866, was foreman of the construction of the Windsor and Detroit railway ferry.

Members of the Detroit Lumber Dealers' Association, to the number of twenty-five, met at the Russell House to hold their regular monthly business meeting. It was decided that the Association would hold out against the schedule of prices demanded by the Lumber Carriers' Association.

One of the handsomest side-wheel steamboats ever constructed on the chain of lakes is the vessel now nearing completion by the Detroit Dry Dock Co. She is the City of Erie, and is to run on the route between Cleveland and Buffalo. She is built and engined to go through the water at the rate of twenty miles an hour and probably faster The prevailing colors of the decorations are blue and gold. The boat, when completed, will represent an expenditure of over $400,000.

One of the fastest sail yachts on the river will be launched from the Pleasure Yacht Works, Wyandotte, in about two weeks. She is the Question, and is owned by ex-Mayor Lambert, of Wyandotte. Last season Mr. Lambert sailed the Yankee and she passed everything that came in her class. The Question, it is said, will be much faster. She is 28 feet over all, 17 feet on the water line, and her beam is 7 feet, 4 inches. With four persons in her, she will draw about six inches of water. She will participate in the West Side Yacht Club's races, July 4.

The spot on which so many steamers and consorts have grounded off Grosse Pointe this season is a knuckle of mud at the southwest end of the Grosse Pointe cut. The gas buoy formerly marked the extreme end of this shoal, but that was removed and a beacon built. This beacon is several yards nearer the American shore than the buoy was, and steamers bound up or down have a tendency, in order to make time, to cut across close to the beacon, and every one with unusually heavy loads and deep draft has stuck on it. Col. Lydecker says that as soon as practicable he will have the knuckle dredged off entirely, which will make the lower entrance to the cut much wider.

Capt. David Baker, an old Detroit resident, has passed away after a short illness. Capt. Baker was born in Fair Haven, Mass., March 13, 1823, and at fifteen years of age went to sea in a whaling vessel. For twelve of his twenty-nine years at sea he was master of his ship. In 1863 he located in Detroit, and associated with Aaron Fisher in the carriage-trimming business. Later the firm became Baker, Gray & Co. It was dissolved in 1889, Capt. Baker retiring. He is survived by his widow and three children, Mrs. Robert T. Hughes and Mrs. Fred R. Fenton, and William F. Baker, of Chicago. His brother, John R. Baker, and sister, Mrs. William Weitzel, are also residents of Detroit. Capt. Baker was highly esteemed by all who knew him.

Capt. Francis Martin, a retired revenue marine officer, celebrated his 98th birthday here on Thursday. The captain is unusually well preserved for one nearly a century old. He weighs almost 175 pounds. He is still a great reader. The most marked indication of his great age is a slight deafness. The captain has seen much of the world, having been a sailor on salt water during his younger years. On May 5, 1821, he was at the funeral of Napoleon Bonaparte on St. Helena. He was at that time second mate of a sailing vessel that put in at the island for water. Capt. Martin was never sick until he was 71 years old. Then he had an attack of typhoid fever. Many years ago he was commander of the Fessenden, and he was captain of the Andy Johnson at Milwaukee for a time.

CLEVELAND.

Special Correspondence to The Marine Record.

The Albert Y. Gowen is docked in the Cleveland dry dock to have her butts calked, searched up, etc.

The C. & B. liner City of Erie, is expected here next week, when she will be placed on her season's route between this port, Erie and Buffalo.

The Senate has endorsed Charles F. Leach, of this city, for collector of customs for the Cuyahoga county district, and he will take over the duties of the office forthwith.

The Northern Transit Co. steamer Empire State will leave on her first trip to Lake Ontario, on Sunday afternoon. This is to be made one of the best passenger lines of travel on the lakes and a large patronage is certain to ensue.

In the case of the Hawgood & Avery Transit Co. against the city, for damages alleged to have been done to a boat by reason of a bridge being swung against it, the lower court rendered judgment for the plaintiff in the sum of $8,000. The case was carried up and the verdict of the lower court has just been affirmed.

The steel steamer Senator, which went on a rock near Ballard's Reef, Sunday, arrived at this port on Tuesday. The hole on her starboard side was covered with canvas, and her steam pump was at work. After discharging her cargo of ore she will go to the Cleveland Ship Building Co.'s dry dock at Lorain.

Mr. Skinner, foreman for the J. B. Donnelly Co., of Buffalo, is in the city superintending the work of construction contracted for by the firm he represents. The work which the Donnelly people are doing is the placing of the foundation stones for the extension of the east breakwater. The crib work and superstructure will probably be built next year.

An order was received Tuesday morning at the office of Lieutenant Commander McKay, of the Naval Reserves, from the Adjutant General. It stated that W. B. Stockman, the local forecast officer, has been made signal officer and assistant navigator, and enclosed his commission as such signed by the Governor of the State. The navigator of the corps formerly was E. W. Radder.

Capt. F. D. Herriman, of Chicago, for the underwriters, and Capt. Dan McLeod, of Cleveland, for the owners, held a survey on the wrecked steamer Outhwaite and her consort, Barr, at Detroit. Experts who have looked over the steamer in dry dock say there is little doubt she will be found a constructive total loss. The schooner is not so badly damaged. About $8,000 will probably cover her repairs so far as can be seen at the present.

In the Ship Owners' dry dock the steel steamer Globe is having a new propeller wheel shipped. The Siberia is having a steel chord bolted along the head of the frames fore and aft, and receiving new top sides. The W. H. Gratwick is having steel deck beams put in the wake of her hatchways in place of the former wooden ones. All work has been finished this week on the passenger steamer Empire State, which had been rebuilt and equipped for the Lake Ontario freight and passenger service.

There was a large attendance at the funeral of Capt. Vosburgh, on Wednesday. Harbor No. 41, American Association of Masters and Pilots of Steam Vessels, Buffalo, sent a floral tribute in the form of a pillow, on which was inscribed the above legend. Capt. Hutchinson, for whom Capt. Vosburgh had sailed a number of years sent a floral wreath, and other tributes enveloped the casket. The pallbearers were Capts. Hutchinson, John McNiff, William P. Benham, John Mullin, George Madison and James Brown. The interment was at Lake View Cemetery.

The movement of iron ore this season so far has been somewhat slow. Furnace men have held back shipments to get their yards in shape, and at some docks there has been a shortage of cars. To make the shipments counted on for 1898 there must be a better adjusting of vessel, dock, railroad and furnace operations than has been possible thus far. Some docks are starting out by refusing to receive unsold ore, as stocks of sold ores that are bound to accumulate from lack of car facilities, through the season, will be hard enough to get at when orders come for shipment to the furnaces.

Mr. J. C. Wallace, manager of the Cleveland Ship Building Co., has forwarded a model of the steamer Superior City to Capt. A. B. Wolvin, of Duluth, president and manager of the Zenith Transportation Co., owners of the boat. The model will be exhibited at the Omaha exposition. The Superior City on her first trip delivered 6,098 gross tons of ore at South Chicago, on a draft of sixteen feet six inches forward and sixteen feet eight inches aft. On the passage from Duluth she averaged eleven and three-tenths miles an hour. She will load a cargo of iron ore at Escanaba, this week, for South Chicago, and Mr. Wallace thinks she will carry about 7,000 tons.

When the conference report on the sundry civil bill was brought up in the House of Representatives, this week, Congressman T. E. Burton discovered that items in which he is interested had been dropped. He made a strong effort to have two reinstated, but was defeated in each instance. The most important of these items appropriated $85,000 for a light-house tender on Lake Michigan. Jerry Simpson, the Kansas Populist, who used to be a sailor on the Great Lakes, took an interest in this and made a good speech, seconding everything Mr. Burton had said. But the vote was thirty-four to thirty-three against a light-house tender at this time. Chairman Cannon said the exigencies of the service are not so great as to warrant the expenditure at this time. The other item was appropriating $8,500 for a boiler house and heating apparatus for the Marine Hospital at Cleveland. This had less support than the light-house tender proposition.

Out of regard to common deceney, if not for the love of country, that tattered and disfigured flag flying over the government building, including the postoffice and a dozen other departmental offices, ought to be hauled down, washed and mended. The flag is all in rags and as John Chinaman would say it is "broke" in the Union in two or three places. But the one next to it, the block disgraces it, the Case block I think it is, "Old Glory," indeed! The fellow that should look out for that flag ought to be severely flagellated. It has been kept hanging a few feet from the truck, tattered and torn, disfigured in every way and so horribly black as to be undistinguishable and to give a fellow the creeps at the unholy desecration of our National Emblem. The lazy, ignorant or parsimonious "son of a gun" that insists upon exhibiting that couple of fathoms of ragged worn out bunting, or cheap linen of some sort, should, besides being bastinadoed, have to walk the streets twenty-four times a day with a foot of fringe on his pants bottom, the knees out and the tail of his shirt playing Yankee Doodle in the breeze through the seat of his pants. It wouldn't matter how he was rigged above that, for there is nothing in it anyway.

BUFFALO.

Special Correspondence to The Marine Record.

The expedition which started to the wreck of the steamer Idaho has returned. A larger boat will be chartered for the work.

W. J. Connor's yacht Enquirer has reached New York. Her skipper feels good because the boat was taken through from Buffalo without a scratch and turned over to the Navy Department. She will carry the same name while in service.

Capt. L.H. Cole, Daysville, N. Y., who has a large acquaintance among the sailing fraternity, is plowing the land this season instead of the lakes. The captain has bought a farm and with the aid of his son is keeping the lay of the land in A1 style. The down-easter invariably retires from sailing and buys a farm and is apt to do this several times in almost as many years. They try to "swallow the anchor," but somehow it won't keep down and the first thing they know they are sailing "by the wind" again.

FLOTSAM, JETSAM AND LAGAN.

It is reported that it will cost about $18,000 to repair the steamer Vega.

Capt. D. S. McDonald has been appointed master of the steamer Savona.

Two new boilers have been placed in the steamer Philip Minch at Cleveland.

The topside rebuild of J. C. Gilchrist's barge Moonlight is progressing slowly at Manitowoc.

Repair work on the steel tow barge Australia, damaged by collision, will not be undertaken until the steel steamer Vega leaves the American Steel Barge Co.'s West Superior dry dock at the close of the present week.

The wooden tow-barge launched from Capt. Davidson's yard at West Bay City on Thursday last is named Chattanooga and not Chickamauga as reported. The Chickamauga will be launched in about two weeks.

Capt. J. M. Jones of Detroit, the veteran shipbuilder and vessel owner, is very low at his home with consumption. At one time the captain was one of the most prominent builders on the lakes for the class of tonnage used a few decades ago.

On her last run to Parry Sound the steamer German had a slight fire experience. The fire occurred in the cargo hold, presumably from an electric light wire, and a loss of about sixty bushels of corn was incurred. No damage from smoke is reported.

Capt. John Monroe offers a reward for the recovery of the body of his son James, who was drowned off the schooner Azov in Lake Huron, near Sanilac, Mich., on May 26th. Information should be sent to Capt. John Monroe, schooner Azov or to Robt. McMann grocer, Sarnia.

As an indication of the lack of happenings in marine circles these times, the News service sent out a special from Milwaukee to all daily papers stating that two sailors on a small schooner at that port had a scrapping match and that one of them hurt his foot, and they all printed it too.

The steamer E. A. Shores, Jr., and barge D. P. Dobbins were unable to obtain lumber cargoes at Duluth at association rates last week. Orders were then given to lay the vessels up. There is plenty of lumber on the docks but shippers want to break down the tariff schedule of rates agreed upon by the Lumber Carriers' Association.

No 2 dock at Two Harbors, which has been rebuilding since last fall is now almost completed. The capacity of the Iron Range docks at Two Harbors has been materially increased by the improvements made during the past winter. The cost of these docks is said to be $1,200,000 and improvements costing about $500,000 have been made.

The life-saving station at Evanston, Ill., is to be moved within the next two weeks because the new Fisk hall is being built on the site of the old station. The life-saving officials have decided on a new structure to contain living rooms for the family of the captain and crew. The new station will be about half a mile north of the present site.

The tug Record, sunk last week at Duluth, was insured by the firm of Smith, Davis & Co., of Buffalo, for $4,000. Testimony showed that the current swung the Record across the stem of the Fulton. It is not yet known whether or not the bodies of the men drowned will be found in her hull, or have been swept out into the lake by the strong current felt at the Duluth canal.

Superior should celebrate McDougall day when the next whaleback steamer is launched.—Evening Telegram. Just what the Inland Ocean has been saying right along. The next boat to be launched will be named in honor of Capt. McDougall, and it is very fitting that the citizens of Superior should at that time show their appreciation of what Capt. McDougall has done for the town.

The wrecking tug Root, in command of Capt. W. G. Phelps, of Saugatuck, has started again on the enterprise of securing the cargo of the foundered Pewabic. The wreck lies in Lake Huron, in 160 feet of water, but last year the tug removed from it ore valued at about $7,000. The prospects of complete success this year are said to be very good and it is now expected that everything of value will be recovered this season.

Very little is now being heard of the demand of shippers for a differential on lumber to Detroit. It is probable that the Lumber Carriers' Association will ignore the subject for the rest of the season. There is little lumber going to Detroit, and everybody feels it is hardly worth while to fight about a differential when there is no business. Even at present figures small vessels can barely make a living on carrying lumber to Detroit, and any reduction in the rate would drive them out of the trade.

A very clear little card chart of Toledo harbor, straight channel, and Maumee river, has just been issued by John T. Solon, fueling agent, Toledo, O. The card is six by three inches, pocket size, the figures giving the soundings are in good clear type and the miniature chart appears to be all that is necessary for safe piloting in the river. Those interested may receive a copy of the chart by addressing Mr. Solon, Chamber of Commerce, Toledo.

Marine insurancce losses for the month of May somewhat evened up things for the underwriters for the early part of the season. About $72,200 covered the bills for the second month of the navigation, as against $296,000 for April. Only one total loss was chronicled, that of the tug Agnes Arnold, which burned at Chambers Island, Green Bay, with an insurance of only $2,000. The steamer Outhwaite and consort Barr, given up for total losses at False Presque Isle, Lake Huron, have both been released, and considerable will be realized from them by the insurance companies.

LAUNCH OF THE CHATTANOOGA.

The large wooden schooner Chattanooga was successfully launched at the shipyard of James Davidson, W. Bay City, on Thursday last. The Chattanooga is 320 feet long, 45 feet beam and 26 feet deep. The schooner has steel arches, and is diagonally strapped. She is also supplied with a steam windlass, deck hoist, steam pumps and stockless anchors. The Chattanooga classes A1* in the Inland Lloyds Insurance Register, and has the highest class in the New York Register. The capacity of the Chattanooga is about 150,000 bushels of wheat, and she is now ready to charter.

The other large schooner on the stocks is a sister ship to the Chattanooga, except that she is about 15 feet longer. This schooner will be christened the Chickamauga, and will be launched ready to go into commission, in about two weeks. With the launch of the Chickamauga and the completion of the repairs on the steamer Pearl, this will about clean up all of the work in sight, at present.

The plane of reference used is the mean tide level of the ocean in New York harbor, the figures in all cases showing in feet the height of the lake levels above this plane. The averages cover various periods of observation from 12 to 38 years.

REPORTED BY THE LOOKOUT.

"The 'Hitachi Maru,' 6,000 tons, was launched at Nagasaki, Japan, on the 16th ult. She is the first large ocean steamer built outside Europe and America.

It is reported that another new tug will be built at the Devney shipyard this season, and that work on her will begin as soon as the one now being built is completed.

A commentary on the present craze for military trappings for the purpose of feminine adornment may be found in the reply of a young solder at Chickamauga, whose sister wanted to make up a box for the boys at the front and asked him what she should send. "Dear sister," he wrote, "send me safety pins. I've just met fifteen new girls."—Ex.

There are still a few of the canal schooners classed and rated to carry wheat, but they could be counted on a fellow's fingers. These schooners were considered excellent property in their day, and in fact represented as good a class of tonnage as there was on the lakes, but that day has long past. The same can be said of the fleet of small steamers.

The Dominion government proposes to strictly enforce the coasting laws, and instructions have been sent to all customs officials to carry out the regulation which says: "Foreign vessels shall not take freight or passengers at one Canadian port and land the same at another Canadian port, and the master or owner of any vessel found to have violated this rule shall be subject to a penalty of $400 for each offense, and the vessel may be detained until the same is paid." It is thought some of the steamers on the Pacific Coast running to Alaskan points have broken the coasting rules, and that is the reason for calling the attention of customs officials to the clause.

Mr. Robert W Wilmot has received a letter from Lieutenant George P. Blow, U. S. N., commander of the Potomac, formerly the tug Robert W. Wilmot, in which he states that since the arrival of that vessel at Pensacola she has been transformed into quite a formidable looking craft, and with her war paint on and mounting four guns, would not be recognized by her late owners. When this tug left W. Bay City a skipper and a couple of deck hands an engineer and two firemen pushed her along, now it takes a Commander U. S. N. to keep her decks clean.

RESULTS OBTAINED FROM DISCUSSION OF TRAFFIC STATISTICS.

ST. MARY'S FALLS CANAL, MICH.

SEASONS.	Total Mile-Tons.	Total Cost of Transportation.	Cost of Carrying Per Mile-Ton.	Average Distance Freight was Carried.	Value of American Craft.	Value of Canadian Craft.	Proportion of Freight Carried by Canadian Vessels.
1887	4,458,544,804	$10,075,153.00	2.3-10 Mills.	811 4-10 Miles.	$17,684,550	$2,089,400	7 Per Cent.
1888	5,173,132,972	7,883,077.00	1.5-10 "	806 4-10 "	20,381,100	1,514,300	6 "
1889	5,940,646,352	8,634,247.00	1.5-10 "	790 4-10 "	25,328,600	1,597,600	4 "
1890	7,207,299,415	9,472,215.00	1.3-10 "	797 2-10 "	27,857,700	1,777,805	3.5-10 "
1891	7,292,462,269	9,849,023.00	1.35-100 "	820 4-10 "	31.947,300	2,119,500	4 "
1892	9,222,773.938	12,072,851.00	1.31-100 "	822 4-10 "	36,220,100	2,108,700	3.8-10 "
1893	8,980,310 240	9,957.483.00	1.1-10 "	831 9-10 "	39,017,400	2,115,700	4.1-10 "
1894	10,927,871,324	10,798,310.28	.99-100 "	821 1-10 "	41,124,200	1,959,800	3.5-10 "
1895	12,502,548,892	14,238,758.02	1.14-100 "	830 "	40,858,800	2,037,000	3.75-100 "
1896	13,582,641,886	13,511,615.80	.99-100 "	836 4-10 "	43,006,200	2,135,300	4 "
1897	15,969,393,576	13,220,099 84	.83-100 "	841 3-10 "	42,375,700	2,001,400	3 "

FREIGHT RATES FOR WATER TRANSPORTATION TO AND FROM LAKE SUPERIOR.

ITEMS.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.
Coal.....Net tons	$ .90	$ .70	$ .47	$ .45	$ .43	$ .41	$ .40	$ .40	$ .37	$ .32	$ .30
Flour.....Barrels	.29	.17½	.18	.13	.15	.16½	.17	.14	.14	.11	.10
Wheat.....Bushels	.07	.03½	.04	.03	.04 6-10	.03 6-10	.02 8-10	.02½	.04 4-10	.02½	.01 7-10
Grain.....Bushels		.04⅓	.03¼	.02	.03½	.03¾	.02¾	.02¾	.04 5-10	.02¼	.02
Corn.....Bushels				.03							
Man'factured Iron, Net tons	2.35	1.80	2.10	1.34	2.50	2.15	2.00	.90	1.50	1.40	1.40
Pig Iron.....Net tons		1.30	1.45	1.35	1.17	1.23	1.30	1.15	1.05	1.05	1.05
Salt.....Barrels	.18	.16	.18	.15	.18	.15	.12	.12	.13	.15	.15
Copper.....Net tons	2.60	2.35	2.25	2.38	2.00	1.40	1.75	1.95	1.66	1.95	1.95
Iron Ore.....Net tons	1.75	1.28	1.14	1.10	.98	1.00	.80	.70	.82	.82	.65
Lumber.....M. Ft., B. M.	4.00	2.80	2.70	2.38	2.70	2.95	2.35	1.90	2.00	1.80	1.55
Silver Ore.....Net tons	3.00	1.90	1.90	2.25	2.25	2.25	2.25	2.25	2.33	2.33	2.33
Building Stone.....Net tons	1.15	2.05	2.02	2.00	2.00	1.67	1.36	1.28	1.20	1.50	1.50
Unclassed Freiget..Net tons	4.00	3.00	3.00	2.75	3.58	3.60	3.00	2.75	2.50	2.30	2.30

TABLE SHOWING LAKE LEVELS.

The following table which it is intended to publish each month during the season of navigation, shows the lake levels of the several lakes for the month of May, comparing the same with May, 1897, the general average of the lakes and the general average of each lake for the month of May:

LAKE.	Point of Observation	Mean Level May, 1897.	Mean Level May, 1898.	Mean Level of Lake.	Mean Level of Lake for May.
Superior	Marquette	601.89	601.12	601.46	601.41
Michigan	Milwaukee	579.99	580.38	581.16	581.37
Huron	Sand Beach	579.97	580.12	581.06	573.35
Erie	Erie	572.79	572.98	572.86	573.35

RECAPITULATION.

Lake Superior in May, 1898, was 9½ inches lower than in May, 1897; 4 inches below the general average lake level and 3½ inches below the average level for the month of May.

Lake Michigan in May, 1898, was 4⅔ inches higher than in May, 1897, 3 inches above the general average lake level, and neither above nor below the average level for May.

Lake Huron in May, 1898 was 2 inches higher than in May, 1897; ¾ inch above the general average level of the Lake, and neither above nor below the average level for the month of May.

Lake Erie in May, 1898, was 2¼ inches higher than in May, 1897, 1½ inches above the general average level of the Lake, and 4¼ inches below the average level of the lake for May.

DETROIT MARINE POSTAL SERVICE.

LIST OF LETTERS ADVERTISED IN DETROIT, MICH., P. O. JUNE 10TH, 1898.

Allen Geo.	Leden Gust.
Allen Oliver.	McKinnon Neil.
Baldwin J. J.	McLeod R.
Bruyn Chas.	Rorke James.
Burns Mike-Str. Raleigh.	Russell H. N.
Cronenwerth John N.	Rodgers David.
Clements Fred C.	Reardon C. A.
Ebel Geo.	Tifft Wm. R.
Green Mrs W. H.	Thorpe John.
Golden Peter-2	Hill Calvin S.
Harrington Chas.	Winter, John.

F. B. DICKERSON, P. M.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

REMINISCENT.

BERKELEY, CAL., JUNE 1, 1898.

To the Editor of The Marine Record:

Since you called me "an old timer" in a recent issue of THE RECORD, I have recalled some evidences of an older time in my recollections of nautical events.

October, 1833, I was a passenger on the schooner Minerva, Capt. Stiles, from Buffalo. There had been a hard blow and the wind was still heavy down the lake. We were not making much progress and the captain decided to anchor inside Long Point. The anchor was hardly down when a boat came off shore to the vessel, and in it were the famous Capt. Walker, the equally famous "Walker's Mary," and a man and wife, passengers on Walker's fine steamboat Washington, which had gone ashore and to pieces on the outside of the Point. Only one passenger was lost; the rest, about forty, had started to walk towards Buffalo.

Capt. Walker insisted on being taken to Erie, and forthwith. So we were again on the open lake, with night and a violent storm to encounter. Capt. Walker kept the deck all night and showed himself a good sailor in heavy weather. I was in ignorance some of the time as to whether we were already half way to the bottom, and did not care if it was so.

If Capt. Walker had not exercised his seamanship and muscular qualities, we should, no doubt, have gone down. All the canvas the wind could snatch was torn to shreds, but Walker was lively and saved most of it. If he had not been aboard we were lost, with no chance in our favor, but if he had not been on board we should not have been there, but safely swinging to anchor behind the Point.

In the morning we made Dunkirk, and Walker and the others, including the hatless passenger, proceeded to Erie by stage.

The naming any vessel Washington has been shunned since that disaster and one more shocking, soon after. The people of Ashtabula built a respectable steamboat, naming it Washington. This was, soon after launching, burned near Silver Creek, and forty lives were lost.

While we are near Erie, I will refer to the ships secured by Perry's victory and brought to Erie and sunk, 1836-7. I saw in the river at Cleveland the Queen Charlotte, which had been raised after being more than twenty years under water, and she seemed doing a useful business. She was tub-like in build, less than 200 tons size and probably brig-rigged; I do not quite remember. She was sound, but showed numerous shot holes "between wind and water," chiseled out and filled with square plugs. I could count them, walking round her on the ice. She was second in size of the British squadron, but would compare with a modern battleship about as the Algonquin with the Superior City, of 150 times her tonnage. A friend at Lorain writes me that the Algonquin was sunk in deep water, but is entire, and plain to be seen even now. C. G. CALKINS.

Mr. Calkins lived for more than fifty years at lake ports and his son, Lieut. C. G. Calkins, U. S. N., now on board the U. S. S. Olympia, wrote a prize essay on the merchant marine question in 1882.—ED.

OLD TIMES—EIGHT CENT FREIGHT ON GRAIN.

SOMBRA, ONT., June 7, '98.

To the Editor of The Marine Record.

Referring to the MARINE RECORD of May 26, I note that Dr. F. B. McCormick, South Pelee, Ont., very kindly remembers me in the early days, or rather half a century ago. I desire to freshen the doctor's memory a trifle. My father was not killed in the massacre of Fort Dearborn (Chicago), he died at the Western outpost stationed at Council Bluffs, Iowa. The Fort Dearborn massacre took place in 1812. I was born February 7, 1817. I may state, however, that my father was stationed at Mackinac Island when the British took the Island and captured the three forts, and notwithstanding he was wounded there during the engagement, he helped to dress the wounds of the British soldiers as well as he did those of his own countrymen, for which action the British officers spoke very highly of him, they said that he was a humanitarian in the first place, and was magnanimous in the highest degree. Herewith find a clipping from a Cleveland newspaper in 1867:

"QUICKEST TIME ON RECORD.—A dispatch from Buffalo last evening, stated that the schooner Frank Perew, Capt. Charles Gale, arrived yesterday morning from Chicago, making the quickest run ever made by a sailing vessel, three days, five hours and thirty minutes. This vessel was built in this city by Messrs. Quayle & Martin, and is an honor to these celebrated shipwrights."

On this passage I left Chicago with a leading wind and as much of it as I could carry under all plain sail. We walked along the whole length of Lake Michigan with the lee rail under water. Off Waugoshance the wind veered in a squall from the westward to the NNE. and away we reached on the port tack. My mate was off duty sick and he asked me if I wouldn't shorten sail a trifle, but I had made up my mind that if there was any shortening to be done she would have to do it herself; at the same time I had a suit of new canvas bent. We gave her sheet down Lake Huron, ran through the St. Clair and Detroit rivers, on down Lake Erie to Buffalo and it took a couple of harbor tugs to stop her at Sternburg's grain elevator.

On arrival I handed clearance and bill of lading to Capt. Frank Perew and asked him to enter her at the Custom House, while I got the elevator leg to work unloading. Capt. Perew telegraphed to Chicago my arrival and received a reply in twenty-five minutes, the time being duly recorded in the Buffalo newspapers. Within the hour after I reached Buffalo the elegant breeze died out and a flat calm prevailed. Evidently I had brought the wind along with me.

In conclusion I may here state that I collected freight on 35,000 bushels at 8 cents per bushel, total $2,800, and overran ten bushels at that. Yours truly, CHARLES GALE.

THE new steel tug, Harvey D. Goulder has been placed in commission at Cleveland.

Officers and Representatives of the Grand Lodge, Ship Masters' Association.

W. E. RICE, Grand Pres.
W. A. COLLIER, Grand Fin. Sec'y.
LYMAN HUNT, Grand Treas.
HENRY LEISK, Grand 1st Vice Pres.
H. C. MCCALLUM, Grand 2d Vice Pres.
ALEX. CLARK, 1st Past Grand Pres.
C. E. BENHAM, 2d Past Grand Pres.
GEO. MCCULLAGH, 3d Past Grand Pres.
RICHARD NEVILLE, Grand Chaplain.
H. F. LOFTUS, Chicago Lodge.
H. ZEALAND, Port Huron Lodge.
J. A. WARD, Grand Sentinel.
J. S. MCNEIL, Bay City Lodge.
HOMER DURAND, Toledo Lodge.

(From engraving used in Beeson's Marine Directory, 1898 issue, just from press. Copyrighted.)

LITERARY NOTES.

MODERN MACHINERY of Chicago for June contains an illustrated article from a London correspondent on the aerial torpedo system invented by Hudson Maxim, brother of the famous inventor of the rapid fire gun. By this system he proposes to hit an ironclad with a half ton of gun cotton at a distance of nine miles; but the destructive results of a discharge do not depend entirely on accurate marksmanship, as an explosion in the water would, Mr. Maxim undertakes to demonstrate mathematically, sink the strongest ironclad within a radius of 140 feet. The article shows Mr. Maxim standing beside one of the torpedoes, and it is further illustrated with scientific diagrams explaining the philosophy of explosives and projectiles.

THE Arena for June will instruct and please its readers. Governor Daniel L. Russell, of North Carolina, has the leading place. His paper, "Usurpations of the Federal Judiciary in the Interest of the Money Power," is simple, clear and highly educational and should be read by all who desire to keep informed as to the machinations and the constantly increasing despotism of the money power. An excellent likeness of the Governor is carried as a frontispiece. That popular reformer, The Arena's able editor, John Clark Ridpath, has added to the list of splendid papers from his pen that have appeared in this magazine of the people, a powerful contribution entitled "The Invisible Empire." This paper will delight all who are the foes of plutocracy, and should be read by those who are not, for it would do them good.

THE aluminum airship which sailed for a short distance over the Tempelhofer Feld in Berlin a short time since, and in the performance of which Emperor William is said to be much interested, is illustrated and described in Modern Machinery of Chicago for June. One of the illustrations shows the airship rising, another the airship in flight over the Tempelhofer Feld, and the third shows the special type of gas engine which was employed as a motive power. Another interesting article in this issue is one on "Motocycle Problems," in which the progress of automobilism in Europe and America is reviewed, and the merits of electricity, gasoline and steam as motive powers compared. Robert Grimshaw writes a very practical article from Germany, of special interest to superintendents and foremen of machine shops, on a graphic method employed in that country for keeping time tables for piece work. H. H. Hardinge of Chicago, writes on the split chuck and its uses. "Modern Machinery Hall" has a very full representation of new machinery, machinists' supplies and steam and electrical specialties being put on the market in Europe and America, with the merits claimed for each and the address of the manufacturer.

APROPOS of the recent stranding at the North Sea of a wooden schooner built as far back as 1793, the Nautical Magazine for December remarks that the True Love, of 285 tons, built in the United States in 1761, lasted for 124 years. A brig, the Amphitheater, built in 1776, was turned into a coal hulk about 112 years later. Then there is the Robert, built in 1775, still heading up for port after over 115 years' hard labor. The convict ship Success, which was recently exhibited as a curiosity in the Manchester docks, was built of teak, in 1790, at Monlmein, and came to England from Australia when over a hundred years old. Of warships, the old Victory dates from 1765, built at Chatham; and the United States Constitution has completed her century in state this year, having been built at Boston, Mass., in 1797. The Herefordshire and the Earl of Balcarres, teak ships built in India, were more than 100 years old on retirement.

TREASURY DECISION.

CLEARANCE OF VESSELS TO MANILA AND SPANISH PORTS.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
WASHINGTON, D. C., May 23, 1898.

TO COLLECTORS OF CUSTOMS AND OTHERS: The department is advised that a blockade of the port of Manila has been established by the naval forces of the United States, and pursuant to paragraph 1, Department Circular No. 72, dated April 27, 1898, you will refuse clearance to any vessel bound to that port.

Clearances to Spanish ports not now blockaded, hereafter to be granted, are on the understanding that such voyages run the risk of interruption by future blockades and military operations.

L. J. GAGE, Secretary.

A TRIANGULAR COLLISION SUIT.

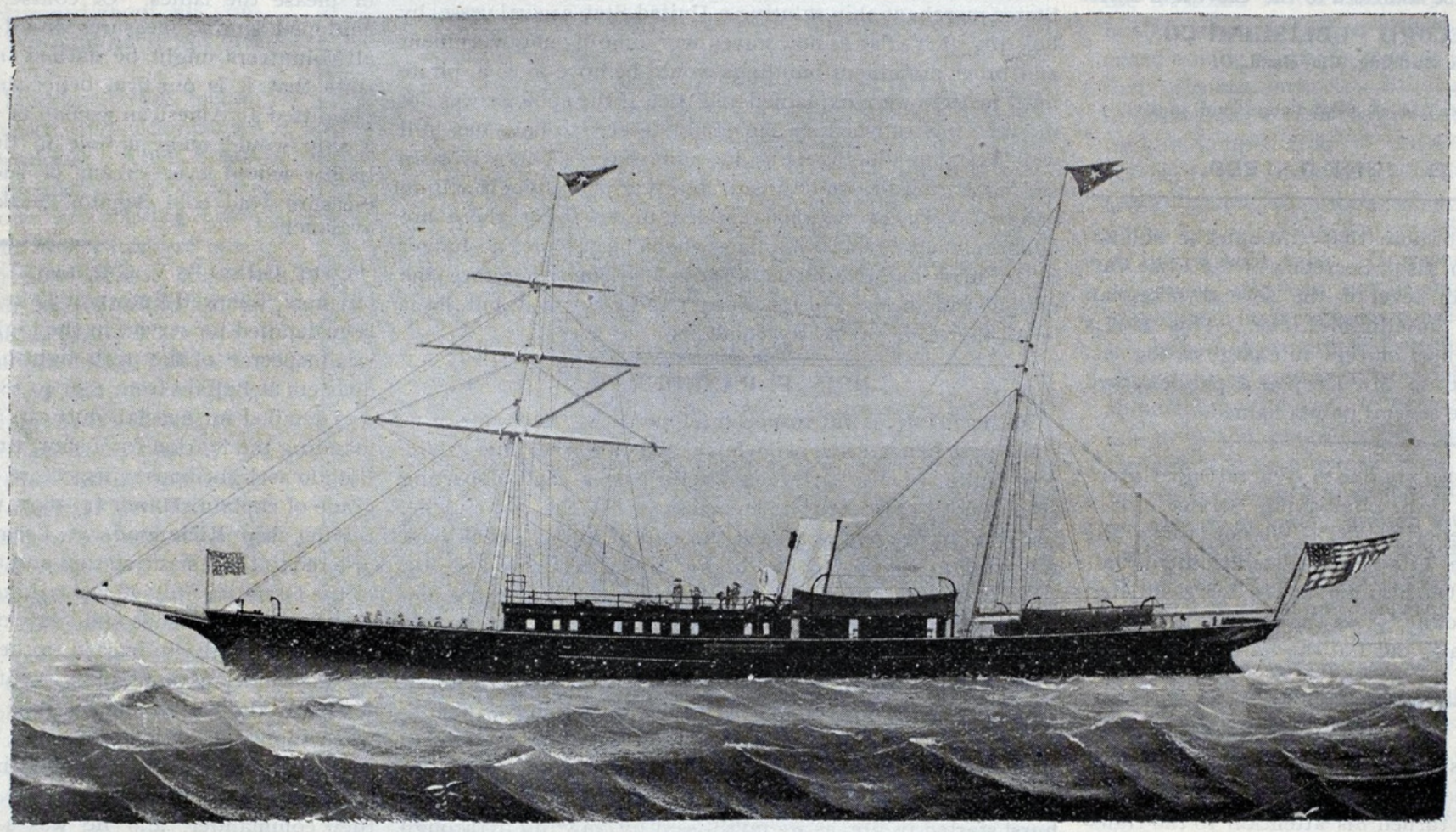
The libeling of the steamer Mariska, of the Minnesota Steamship Co., at Chicago on Monday by the owners of the steamer Jay Gould, has brought up for trial an old collision suit which was thought to have been settled this spring after years of litigation. The origin of the suit was the sinking of the barge Helena in St. Mary's river, by the steamer Mariska, in 1891. The collision occurred July 25 of that year. The Helena bound up with coal in tow of the steamer Havana, was struck by the Mariska at Dark Hole and foundered. It was claimed that the action was due to the steamer Jay Gould, which passed close to the Helena just previous to the collision, and the suction from the Gould caused the Helena to sheer from her course directly in front of the Mariska, which was bound down. The Gould was libeled at the instance of the owners of the Helena, and last spring the case was settled for $8,000 damages. The Mariska was not included in the suit. The Gould's owners now libel the Mariska in order to make that boat share a portion of the damages. C. E. Kremer, Esq., had the case for the Helena, and Robert Rae, Esq., had the Gould's interests, both of Chicago. Mr. Rae stated that the Mariska was purposely kept away from Chicago during the trial of the case, and the reason she was not made a party to the suit was because the owners of the Mariska and the Helena were friendly. The judge was compelled to saddle all the damages on the Gould, as the Mariska, equally at fault, he says, was not made a party to the suit.

DEATH OF CAPTAIN VOSBURGH.

The friends of Captain L. G. Vosburgh will learn with regret of his death, which occurred Sunday at the home of his brother, Captain E. D. Vosburgh, Cleveland. Captain Vosburgh was born in Flint, Mich., in 1848. He began to sail on the lakes in 1859 at the age of thirteen years. At the age of eighteen, in the year 1862, he enlisted in the navy. He was with Admiral Porter on the Mississippi in the ship Mound City, and served afterwards on the Ozark. At the close of the war he returned to Bay City and engaged in the tug business with his brothers, H. B. and Frank Vosburgh. When the firm sold out he went to work for Palmer & Hutchinson, Cleveland. For the past six years he sailed the Rube Richards. During the winter he became unwell, but this spring, although feeling far from strong, he went to Chicago to fit out his boat as usual. He caught cold and was forced to leave his vessel at Detroit. From that time he grew steadily worse until the end. He leaves a wife, a son and a daughter, Mrs. Charles Kline, of Cleveland. The son, B. F. Vosburgh, is now a resident of Bay City. Capt. Vosburgh during the course of his thirty-nine years sailing experience had been castaway five times; once when his wife was shipmates with him, at which time a raft was constructed to which they clung until picked up.

CENTRALIZING LAKE LIGHT-HOUSE WORK.

Major Thomas W. Symons, of the Corps of Engineers, U. S. A., with offices in Buffalo, has been notified to report for duty as engineer of the Tenth Light-House District, which comprises Lakes Erie and Ontario, the Detroit river and the St. Lawrence river as far as the mouth of the St. Regis river. This will relieve Major W. S. Stanton, of Oswego, who goes to Boston to replace Major Livermore, ordered into active service. Major Symons will continue to make his headquarters at Buffalo.



The Steel Steam Yacht Comanche.

Built by the Globe Iron Works Co., Cleveland, to the order of H. M. Hanna, 1892. Now in the U. S. naval mosquito fleet. Hull—Principal dimensions, 185 feet over all, 25 feet beam, and 14 feet 3 inches molded depth. Engines—Triple expansion, inverted vertical overhead cylinder type; diameter of cylinders, 14″ high, 23″ intermediate, and 36″ for the low pressure cylinder, by 24″ stroke. Boiler—Scotch type, 12 feet diameter, 9 feet in length, having 3 furnaces, 36″ in diameter, tested for 160 pounds steam.

WRECKED HULLS NO OBSTRUCTION.

Lewis A. Rose, keeper of the Escanaba light station, reports that the wreck of the burned steamer Nahant lies 400 feet north of the Escanaba light tower, in six or seven feet of water. The hull is out of the path of steamers; it projects five feet above the water.

S. F. Bernier, keeper of the life-saving station at Vermillion Point, Mich., reports regarding the schooner Joseph Paige. There is nothing left to mark the spot of the wreck except the schooner's cargo of iron, which lies on the sand in seventeen feet of water and about 1,200 feet from shore.

Martin Ewald, keeper of the Pentwater life-saving station, reports that what remains of the wreck of the schooner I. M. Forrest is imbedded in the sand, and is not in a position to be an obstruction to navigation.

Mr. Charles O. Chapman, keeper of Canal light, at Sturgeon Bay, Wis., reports that the J. G. Masten wreck has sunk out of sight in quicksand, and therefore is not an obstruction to navigation.

NOTES.

The Japanese merchant marine has increased since the Chinese-Japanese war from 160,000 to 400,000 tons of steam shipping. Lines are now organized sailing from the chief ports of Japan to China, India, Europe, America and Australia. This growth follows a change from an agricultural to a manufacturing nation. In 1872 Japan exported manufactured articles to the value of only $500,000; in 1896 exports of this class amounted to over $43,000,000 or 40 per cent of her total exports.

THE Dominion Government have closed a contract with Messrs. Peterson, Tait & Co., for the establishment of the long talked of fast steamship service between Canada and Great Britain, the vessels to be built by Messrs. R. & W. Hawthorne, Leslie & Co., of Helburn-on-the-Tyne. The ships will be of improved turret design, with a dead-weight capacity of 10,000 tons, a speed of 21 knots, and accomodations for first and second-class and steerage passengers. When completed these will be the largest and fastest passenger vessels ever built on the Tyne. The contractors have, on account of the delay caused by the engineers' dispute, been allowed an extension of time by the Ottawa Government. Instead of supplying two 10,000 ton ships of 21 knots speed and commerce fortnightly service on May 31, 1899, and the remaining two years later, the contractors now undertake to have the whole of the boats ready to commence a weekly service on May 1st, 1900. The amount of capital of the company is £1,420,000.—The Canadian Manufacturer.

AT THE present moment, when all eyes are turned to the fleets which are sustaining so nobly the honor of our country, we often hear people ask: "What is the difference between an armored cruiser and a protected cruiser?" Very few people are able to answer such queries off-hand, as it would be hard to obtain satisfactory answers to them from encyclopedias or dictionaries. To answer these and similar queries the Scientific American has just published a "Special Navy Supplement," a large folio of forty pages, illustrated by ninety illustrations, showing the vessels of the navy, whether battleships, coast defense vessels, cruisers, rams, torpedo boats, gunboats or submarine boats. Unlike most publications dealing with the navy, the actual methods of "Fighting the Ship" are described—the engines, boilers, guns, turret, mechanism, steering gear, etc., being illustrated. We do not know of any publication which gives in any degree the same matter. The present time is most opportune for a publication of this kind, and we are pleased to know that the sale has been phenomenal. The issue contains a colored map of Cuba and the West Indies. It is sold for 25 cents a copy by all newsdealers or Messrs. Munn & Co., publishers, 361 Broadway, New York.

MARINE RECORD

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CLEVELAND, O., JUNE 9, 1898.

IT IS highly gratifying to note that through the well advised action of C. H. Keep, Esq., Secretary of the Lake Carriers' Association, the mean level of the several lakes can now be published in an intelligible form. This data is collated by the U. S. Engineer officers in charge of the several districts and submitted to Mr. Keep as a public record of their observations at the several points named.

THE thanks of the RECORD are due to General Superintendent S. I. Kimball, of the U. S. Life-Saving Service, for a bound copy of his annual report for 1897. We note that at the close of the fiscal year the Life-Saving Establishment embraced over 259 stations. Of this number 189 were situated on the Atlantic and Gulf coasts, 55 on the coast of the Great Lakes, 14 on the Pacific coast, and 1 at the Falls of the Ohio, Louisville, Ky.

THE philanthropic coal dealer, Samuel Plimsoll, the humanitarian and the British sailor's friend, has ended his career. After doing all that man could do to ameliorate the condition of poor Jack, he turned his attention to the trans-Atlantic cattle trade, and eventually made the grasping British shipowners treat live cattle better than they had formerly treated their low-down human labor. The existing Plimsoll load line is panegyric enough for the late earnest Samuel Plimsoll.

GRANTED that the majority of our volunteers in the army and navy are green and undrilled men, they still have the stuff in them to season and become toughened. The naval reserves don't ask for their mothers or their sisters, their cousins or their aunts, or any other fellow's aunts, to go with them to the war. To duty, boys, and forget all about homes, mothers, wives, sweethearts, and sech like, until the time comes to lay back and drink iced water again, with the namby-pamby surroundings of the world feminine. There's nothing to face, anyway, at any place.

HEROES, naval and, or, military, by the thousands, hundreds of thousands, does this glorious Republic produce when the necessity arises for deeds to be done that only the bravest can accomplish. Admiral Sampson, U. S. N., asked for seven volunteers to tackle a forlorn hope and thousands stepped forward. Yes; it is done every day, if we only call for volunteers at sea to mann a lifeboat there are brave hearts and skilled willing hands ready to cross the rubicon in the face of all hazards, and just such men in the majority of cases live to answer to the number of their mess at a later date. All honor to Lieut. Hobson, U. S. N., and his brave little band, eight good American heroes; Santiago bar needed choking, they would choke it, that's all.

FLY THE AMERICAN ENSIGN.

By all means keep the American Ensign hoisted, hoist it everywhere but let it be an Ensign. We don't want an old rag slovenly hanging at half mast to take the place of the Stars and Stripes. The flag of the United States represents the authority of the general Government, given by the people of the United States. It represents principles. It represents loyalty to the Government. It represents honor and purity in domestic as well as national affairs. It stands for human liberty. It stands for a government of the people, for their own benefit and their own interests. It is a representative of a principle quite as much as it is a repesentative of authority and it must not be desecrated by being made a burlesque of. When it waves over your head see that it is there in all its purity and entirety. If there is a spot or blemish on your emblem of liberty clean it off, if it is torn or battered by the elements, see that it is cared for and instantly repaired before being again exhibited. We should have the man scourged that dared to hoist the emblem in a neglected or dilapidated condition. Let it be a labor of love, patriotism and all that life holds dear, to keep the Stars and Stripes in better condition than your choicest personal garment. What would be thought of those on board an American ship, when, in entering a foreign port she should run aloft such bunting as is seen from so many flag staffs today? They would, no doubt, be hooted off the decks, that is, if there were any American citizens around. A United States merchant ship saluting a United States naval vessel by hoisting such a flag as now waves over some of our government and other prominent buildings would be hove-to as a pirate until matters were explained and then if the apology was not in every way satisfactory she would deserve to have her hull well ventilated between wind and water. There is soap and water, needles and thread, bunting and enough willing hands to keep the national emblem in repair, or there are dollars enough to buy other flags when one becomes no longer fit to hoist and exhibit as the people's, and therefore the nation's standard. Fly the Ensign and glory in it, but, let it be all there and in sightly condition.

JOHN F. PANKHURST.

Father Time, is no respecter of persons. Each one of us must pass hence sooner or later, yet knowing this, those remaining, wonder, grieve and mourn over each departing friend, until their own time comes to fill the same niche. As we went to press last week the soul of John F. Pankhurst was winging its way to the higher and better world. Instead of being on the road to health recovery, as was generally understood, his spirit revived only to take a fresh grip on the future life and he passed peacefully across the river to the land of rest. By the sudden death of Mr. Pankhurst, the lake marine, especially that portion engaged in shipbuilding circles, has lost a shining light, thousands will learn with sorrow that his earthly career is ended and that an industrial leader is now no more. The late John F. Pankhurst started in life, as we might say, by crawling in through the hawsepipe, and with indomitable energy and unflagging industry he worked his way aft to the highest post of usefulness and honor in his chosen profession. Perhaps to no man could the palm be awarded ahead of our late esteemed friend, for the honor of creating and advancing the art of iron and steel shipbuilding and engineering on the lakes. His counsel was sought by men of all classes and conditions. His unerring technical judgment, enterprising and progressive attributes, sympathetic and charitable disposition, made him a leader among men, and Ohio, nay, the whole country, is the better for such a life having been permitted to sojourn for a period within its borders. He is now gone to reap an ample and noble reward after a well-spent life.

THE marine postal service now carried on at Detroit is of great value to the sailing community, also to owners, charterers, consignees and others. In this connection we wish to point out that registered mail can not be received or delivered through that branch of the service. The postmaster at Detroit, Mr. F. B. Dickerson, through his assistant, Mr. Joseph Mayworm, calls the attention of the MARINE RECORD to this fact by stating as follows: "The conditions of receipt and delivery in the marine service have been thoroughly considered by the Postoffice Department, and the decision has been reached that an extension of the registry system thereto is impracticable. This decision is the result of my application for a modification of the regulations so as to permit those on passing vessels to register valuable mail matter through the carrier who receives ordinary mail matter; but this was denied as a departure from the rules, which could not, for good reasons, be permitted. Delivery of registered matter to those on passing vessels is not practical, because the conditions do not permit of the fulfillment of the guarantee of accurate delivery, which depends for its establishment on obtaining the signature of the person addressed. Safe transit and accurate delivery are the special functions of the registry system." It will thus be seen that by no possibility can the river postal service hold itself responsible for the safe transit and delivery of mail matter containing valuables, though of course every effort is made towards that end in all cases.

THERE is a possibility of going too far, being immoderate, carrying solicitude, for instance, up to the point of making a burlesque of matters otherwise serious. Such an event occurred in the U. S. Senate this week when Senator Faulkner, at the request of several worthy ladies, as he explained, introduced a bill "authorizing the Secretary of War to appoint two matrons to each regiment of volunteers to serve during the war with Spain. Their duty is prescribed as follows: To mend, darn, wash the clothing and see to the sanitary condition of the men of their respective commands. The bill provides that the matrons must be between the ages of thirty-five and fifty-five, and of good moral character." Senator Faulkner, be it understood, introduced the bill by request. It by no means follows that he fathered the measure; it wouldn't hurt the Senate and it would mollify or please the ladies. Of course, the land forces being so equipped, similar measures would inure to the navy, so that all volunteers might be darned and washed. We may here state that it is our firm belief that the first bluejacket who permitted an American woman to wash his clothes aboard of a ship would make a hole in the water, so that no other lubber would ever dream of such a thing. Drop that measure dead cold Senator Faulkner; the last clause is an avalanche!

CAPT. CHARLES V. GRIDLEY, U. S. N., late of the U. S. S. Olympia, was well known at Lake Erie ports, having twice been detailed for service in the Light-House Department. He was inspector of the 10th light-house district, with headquarters at Buffalo from 1887 to 1891, and for the next year was detailed for special duty at Washington. After commanding the Marion for a short time he was again sent to Buffalo as light-house inspector. He reached his present grade of captain, March 14, 1897, while commanding the receiving ship Richmond, at League Island, Pa., and was ordered to the Asiatic station and assigned to the command of the Olympia, July 28 last. Like all thorough men, Capt. Gridley was courteous and easy of approach at all times. While a strict disciplinarian in the discharge of his duties, he was kindly natured and sympathetic where such qualities tended to the betterment of those around him. His heart was wrapped up in his profession, and his charming family residing in Erie, Pa. His subordinates on the little light-house tender Haze, always spoke in the highest terms of their commander, and he was a more than usually well liked naval officer. Admiral Dewey's orders at Manila, "Fire when you get ready, Gridley," shows the esteem in which he was held and the confidence placed in him by his superior officer. The people of Erie, where Capt. Gridley made his home when on shore, and his many friends in Buffalo and Cleveland, mourn his death as a personal loss and the sympathy of all Americans will be extended to the widow and children of the brave officer, who so nobly fought the good fight while among us, and is now taking a final rest in his long spell "off watch."

THE largest cargo ever carried on fresh water is now to the credit of the Lake Superior route and to the new steel steamer Superior City of the Zenith Transit Company of Duluth, built by the Cleveland Ship Building Co., at their Lorain yards. The Superior City loaded 6,093 gross or 6,824 net tons of iron ore at Two Harbors for South Chicago. The W. R. Linn, built by the Chicago Ship Building Co., carried 328 net tons less. Vessels on the Lake Superior route are now loading to 16 feet 6 inches for the Canadian locks and 16 feet 3 inches for the American locks at Sault Ste. Marie. Under the same conditions as regards draft of water that prevailed last summer the Superior City can carry 7,000 net tons, or about three average cargoes such as were carried eight or ten years ago. The Superior City's performance may be eclipsed when the new Bessemer steamer, now under construction at West Bay City comes out, but in the meantime she can fly the pennant. The cargo of the Superior City is equal to 227,466 bushels of wheat, and her Escanaba cargo which she will load this week for South Chicago, will eclipse even the above record.

OBITUARY.

(JOHN F. PANKHURST.)

Death suddenly claimed Mr. John F. Pankhurst on Thursday last, June 2. Mr. Pankhurst as vice president and general manager of the Globe Iron Works Company, and other business enterprises, was one of the best known business men in Cleveland. He was also, till ill health overtook him, a member of the Board of Park Commissioners.

About a year ago Mr. Pankhurst returned from a trip in the west where he had been in search of better health. The quest had been fruitless, for he returned not better, but dangerously ill. For a time his life was almost daily despaired of, and physicians united in saying that it was a mere question of time, inasmuch as he could not possibly recover.

After a time, to the surprise of all his friends, he began to improve, and finally was so much better that it was supposed he might eventually get well. He himself was sure of it. Last fall he went to Lakewood, N. J., where he spent the winter. Returning to Cleveland a few weeks ago, he engaged rooms in the Croxden apartment house on Prospect street, near Case avenue.

At the Croxden Mr. Pankhurst seemed to at least hold his own, if not to improve. He was up and about daily. He seemed troubled most with an obstinate rheumatism. On Wednesday he seemed if anything brighter than usual. His business associate in the Globe Iron Works Company, Mr. Luther Allen, visited him toward evening Wednesday, and felt more encouraged about his condition than at any time since Mr. Pankhurst was first taken sick.

On Thursday morning Mr. Pankhurst rose, feeling about as well as usual. He dressed, and accompanied by Mrs. Pankhurst, went to breakfast. After breakfast he returned to the suite of apartments occupied by himself and wife and sat down in a rocking chair. In a minute or two he asked Mrs. Pankhurst in a choking voice to get him a glass of water. His wife responded quickly, but before Mr. Pankhurst could drink the water he fell back in his chair, dead.

In the development of the shipbuilding of the Great Lake. Mr. Pankhurst was an important figure. Shipbuilding and marine engineering was his natural bent, his early education and experience fitted him for the eminent position which he filled. Strict application to his business was one thing for which Mr. Pankhurst was noted. Politics had no attraction for him, although he invariably cast a ballot on election day.

Mr. Pankhurst was known all over the United States through his connection with the Globe Iron Works Company. Cleveland attained her position as an iron and steel shipbuilding port through Mr. Pankhurst, and other pioneers in that industry who were associated with him.

At the Globe shipyard, under Mr. Pankhurst's management, light-house tenders and revenue cutters have been built for the Government; two more revenue cutters are now under construction; the exclusively passenger steamers North Land and the North West, were also built under his supervision, as well as the largest of the new type of steel cargo steamers.

Mr. Pankhurst was the son of J. J. and Sarah Pankhurst, natives of England. His parents resided at Syracuse for a short time, and afterwards settled in Cleveland, where John F. Pankhurst was born on March 28, 1838. Mr. Pankhurst, senior, followed the carpenter's trade, and invested in real estate. His son received an education in the Cleveland schools, and at the age of seventeen years took a special course in engineering and mechanics, subsequently following that line of business as a trade, continuing his studies in the evenings. This plan of study was continued for five years. He then spent five months as an assistant engineer on a lake steamer, and several months as engineer, as he had expected to become a marine engineer.

In 1865 a machine shop was opened by Wallace, Pankhurst & Co., and three years later the Globe Iron Works was purchased. The works was a partnership formed in 1853. In 1886 it was reorganized and incorporated with a capital of $500,000, with H. M. Hanna as president, J. F. Pankhurst as vice president and general manager, and Luther Allen as secretary and treasurer.

Mr. Pankhurst was also vice president of the Forest City Savings Bank, was a member of the Chamber of Commerce, and a member of the committee of one hundred, organized for the encouragement of Cleveland industries, also a vestryman of St. John's Episcopal Church.

The funeral of John F. Pankhurst was held on Saturday afternoon from Trinity chapel, on Perry street, Bishop Leonard, and Rev. W. H. Jones, rector of St. John's Episcopal Church, officiating. The chapel was filled with friends of Mr. Pankhurst. Many of the employes of the Globe Iron Works Company and of the Ship Owners Dry Dock Company were present. There were many beautiful floral pieces. Among these was a pilot's wheel with the word "Globe" written across it. It was the gift of the boiler and engine department of the Globe Iron Works Co. The employes of the shipyards sent a large floral boat. Baskets of flowers were also sent by the office employes, and by the employes of the Ship Owners Dry Dock Co. The honorary pallbearers were: Messrs. Luther Allen, L. C. Hanna, Wilson Purdy, A. L. Withington, A. M. Robins, Richard Bacon, Julius M. Carrington, and L. T. Denison. The active pallbearers were: Messrs. Robert Wallace, J. C. Wiedeman, J. C. Cowle, A. B. Hamilton, Robert Ireland, N. M. Jones, Richard L. Newman, and Andrew Squire.

The quartet of St. Paul's Church sang three selections at the services, "Lead, Kindly Light," "Asleep in Jesus," and "Abide With Me." The interment was at Lake View Cemetery.

The following resolutions were adopted by the vestry of St. John's Episcopal Church, at a meeting held on June 3:

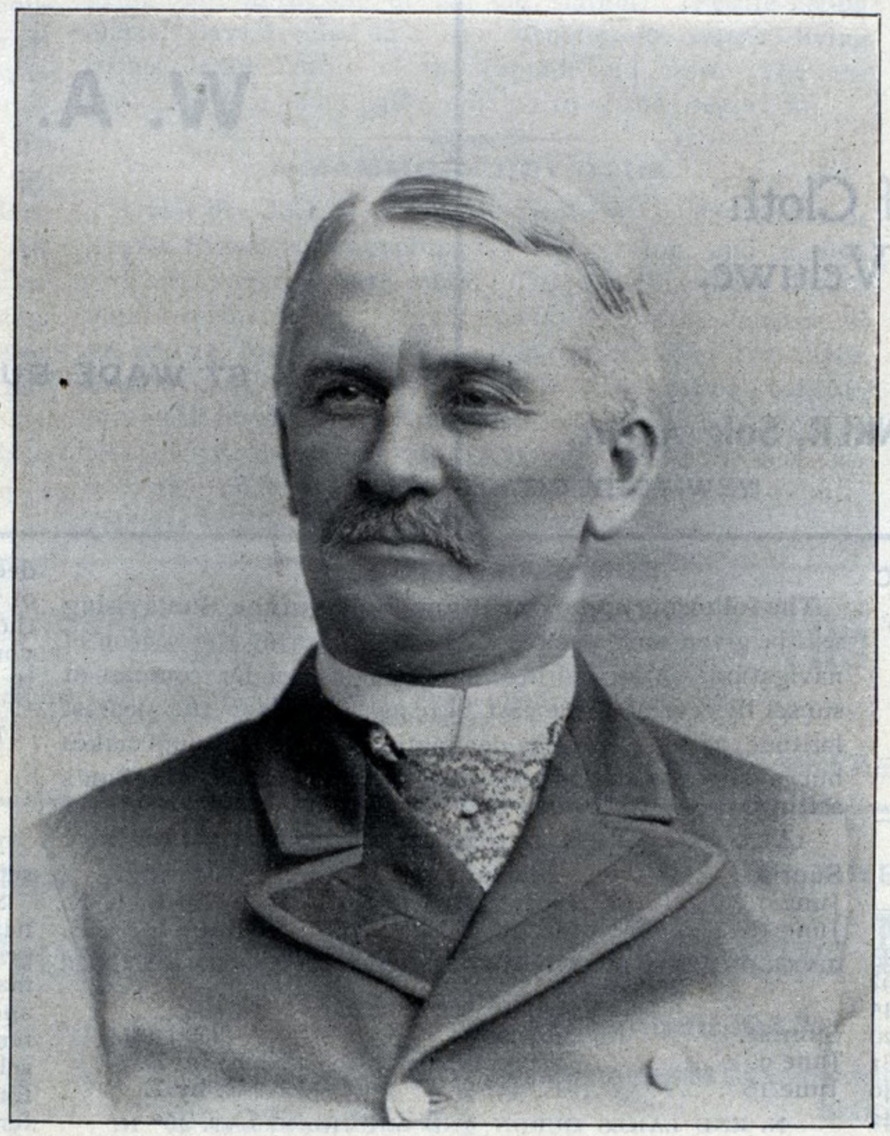
"Whereas, In the death of Mr. John F. Pankhurst, St. John's Episcopal Church loses a faithful and efficient worker, we, the vestry of St. John's Church, desire to place on record our appreciation of his services and our great regret at his loss; therefore be it

"Resolved, That in him we had a vestryman of high character, one wise in counsel, and of marked fidelity; a man of large spirit and generous instincts, who served the parish well for many years.

"Resolved, That our grief at his death is only tempered by our conviction that he lived out the career of a true man, and that he will not miss a due reward.

"Resolved, That we extend to his family our affectionate sympathy, and commend them to the care of Him "who doeth all things well.'

"Resolved, That these resolutions be spread upon the minutes of the vestry, and that a copy thereof be sent to Mr. Pankhurst's family and to the newspapers of Cleveland."



The Late John F. Pankhurst.

ALONG the Atlantic and Gulf coasts, from Bar Harbor, Me., to Galveston, Tex., has been organized a force of coast watchers, composed of 2,300 men, occupying thirty-four central stations from 60 to 100 miles apart. These stations are in constant telegraphic touch with the coast signal office in the Navy Department at Washington. The light-house and life saving service and hundreds of naval militia assist in this work. Each morning a regular report is received from every station along the entire coast.

LAKE FREIGHTS.

As an indication of how freights have ruled this week it may be noted that not a single grain charter was fixed at Chicago for Lake Erie ports on Tuesday last, and only one cargo the day before. Seldom does a day go by without a few cargoes being placed, so that Tuesday was an exception in this instance, though, of course, charters were made for ports other than those on Lake Erie. The going or quoted rate is 1 cent on wheat, but as far back as last Saturday some of the largest shippers, like Armour & Co., stated that 7/8 cent on corn was their limit to Buffalo, nor would they charter at any higher figure. It is not learned that any tonnage was placed at this the lowest notch yet offered. Duluth wheat for September delivery has been placed at 2 cents on several cargoes.

The iron ore rate is flat at 50 cents Lake Superior, and 40 cents Escanaba, to Lake Erie ports, though what ore is moving is chiefly on season contracts, and shippers have all that they can do to keep their chartered boats running, with the result that outside, or free bottoms, lack charters, but any lower freight rates than those quoted are out of the question.

Coal, anthracite or bituminous, is carried at the old rate when it can be secured, viz. 20 cents Lakes Michigan or Superior, with no indication of any improvement in the near future as chartering has been very light during the past week and the present strike of the coal handlers on the docks at Milwaukee stops shipments to that point. It was made evident last year that a coal supply for the West and Northwest can be rushed to destination in sixty days, so that now there is no anxiety experienced among shippers relative to taking early care of their western business, although it should be borne in mind that to rush coal west in sixty to ninety days, freights jumped from 30 cents to 50 cents and better. If there was unanimity, confidence and backbone enough among the owners of large tonnage, coal rates might as easily be held to 30 cents or even 35 cents as at the present rates. However, this is a chimerical suggestion and can not be entertained in lake shipping circles under present conditions.

Lumber—A prominent Detroit vessel agent engaged chiefly in the lumber trade attributes the dullness in shipments to the war. "There is a large foreign population in the eastern cities that do a great deal of building and take lumber from the lakes. They are not well enough acquainted with our Government to be sure it can pull through the war, and they have quit building. There are no shipments as a result. What lumber we do carry pays, and we are able to make a little money, for the Carriers' Association rates have been accepted and are here to stay, but lumber boats are tying up every day. Our boats found cargoes for the present trip, but I have no idea where they will get another." Such seems to be the general impression.

LIBEL SUIT.

An answer and cross libel has been filled by the owners of the steambarge Vinland against Henry Scanlon and Mary Peck, owners of the Maumee Valley, in United States Court at Toledo. The boats came in collision at the O. C. docks some weeks ago, and both were damaged considerably. The owners of the Maumee Valley brought suit against the Vinland, and had her tied up. Later, a bond was given, and the boat released. Now the Vinland owners come in with a cross-complaint to the effect that the Maumee Valley was not properly officered or manned, and that the tug Fannie L. Baker, which took her from the dock at the time of the collision, did not have a competent master on board to direct her movements. For these reasons they ask that the libel be dismissed and the tug held for damages to the Vinland. All parties gave bond for their appearance in District Court.

"HINTS on the legal duties of Shipmasters." By Benedict W. Ginsberg. 12 mo. Philadelphia: J. B. Lippincott Co., 1898. Price, $1.75.

This is another of the admirable, "Nautical Series," of which the several previous volumes have been reviewed from time to time in the columns of the MARINE RECORD. The present book is one that treats of the principles of law as applied to shipping and its diverse interests. Questions of law concerning the rights, etc., of shipowners, masters and crews are based upon foreign rules and regulations, yet they none the less apply to American masters, ships, etc., and the book cannot fail to be of the greatest benefit to them.

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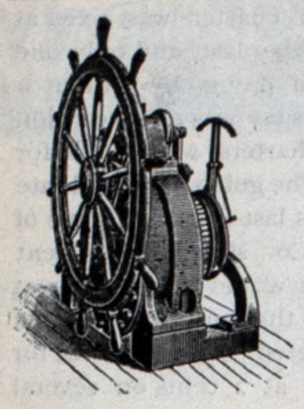

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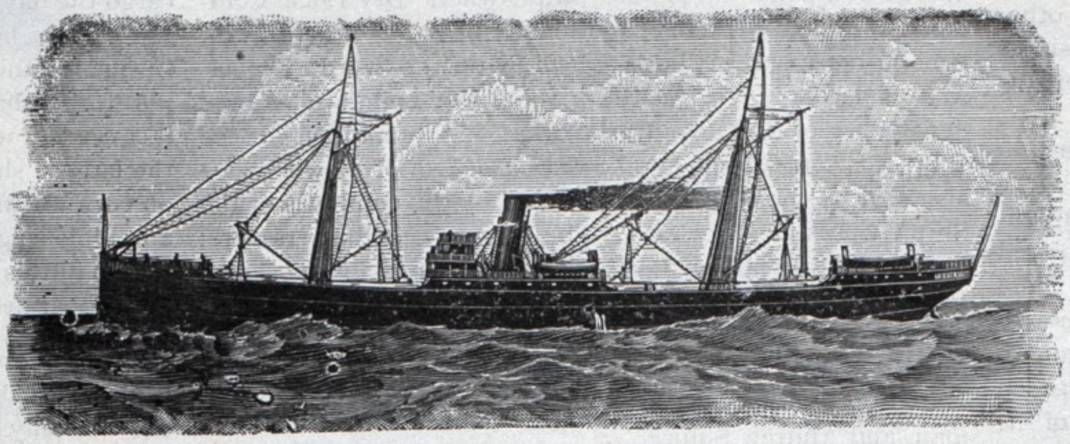

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REPORT OF FREIGHT AND PASSENGER TRAFFIC

TO AND FROM LAKE SUPERIOR FOR THE MONTH OF MAY, 1898, INCLUDING STATISTICS OF THE UNITED STATES AND CANADIAN CANALS AT SAULT STE. MARIE, MICHIGAN AND ONTARIO.

EAST BOUND.

ITEMS.	US CANAL	CANAD'N CANAL	TOTAL
Copper, net tons	19,693	.....	19,693
Grain, bushels	5,325,792	452,400	5,778,192
Building Stone, net tons	445	.....	445
Flour, barrels	1,044,121	142,899	1,187,020
Iron ore, net tons	1,232,732	309,549	1,542,281
Iron, Pig, net tons	6,973	1,176	8,149
Lumber, M. ft. B. M	109,461	881	110,342
Silver Ore, net tons	.....	.....	.....
Wheat, bushels	2,655,252	1,186,189	3,841,441
Unclassed Freight, net tons	28,321	5,341	33,662
Passengers, number	431	327	758

WEST BOUND.

ITEMS.	US CANAL	CANAD'N CANAL	TOTAL
Coal, (hard) net tons	45,481	13,740	59,221
Coal, (soft) net tons	308,818	71,219	380,037
Flour, barrels	.....	42	42
Grain, bushels	.....	.....	.....
Manufactured Iron, net tons	29,015	931	29,946
Salt, barrels	22,431	10,162	32,596
Unclassed Freight net tons	46,768	5,733	52,501
Passengers, number	572	588	1,160

East Bound Freight, net tons	2,137,729
West Bound Freight, net tons	524,252
Total	2,661,981
Total Craft, United States	1,951
Total Craft, Canadian	498
Total	2,449
Total Registered Tonnage, United States	2,052,003
Total Registered Tonnnage, Canadian	441,298
Total	2,493,301

SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset by reversing the east bearings given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting:

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Sunrise.	Bearing.	Bearing.
June 9	E. 32° N.	N. E. by E. ⅛ E.
June 16	E. 32° N.	N. E. by E. ⅛ E.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Sunrise.	Bearing.	Bearing.
June 9	E. 33° N.	N. E. by E.
June 16	E. 33° N.	N. E. by E.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Sunrise.	Bearing.	Bearing.
June 9	E. 34° N.	N. E. by E.
June 16	E. 34° N.	N. E. by E.

LAKE SUPERIOR, LAT. 48° N.

Sunrise.	Bearing.	Bearing.
June 9	E. 36° N.	N. E. ⅞ E.
June 16	E. 36° N.	N. E. ⅞ E.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied, will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

HIGHLY ENDORSED.

Lack of space forbids the publication of many letters which speak highly of the value of Beeson's Marine Directory. The following is but one of many congratulatory letters which are daily reaching its publisher, Harvey C. Beeson, Chicago.

DEAR SIR:—We have your favor of the 1st inst. and duly received the cut of the mill which you used in our advertisement. We also received the five directories ordered, and have given them to our vessel captains, reserving one for the office here. We are very much pleased with the work indeed, and compliment you highly on the general appearance of it, and the satisfactory way in which it is gotton up, and the very valuable information that is conveyed. We think your book is a more successful one this year than any year in the past. Yours truly,

CLEVELAND ROLLING MILL COMPANY,
Ed. S. Page, Secretary.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co., New York, in their freight report to THE RECORD state as follows:

Since our last report, the Chicago speculator referred to having temporarily withdrawn from chartering, there was practically no market whatever for grain freights, which may be quoted nominally at 3s. 3d. to Cork f. o., 2s. 10½d. and 3s. for picked ports. Berth freights have equally suffered, as a nmmber of regular shippers had provided themselves with tonnage during the late flurry in freights, and find difficulty in disposing of this, hence are entirely indifferent to berth engagements. Happily the artificial advance in the price of cash wheat and near-by options has received a set back severe enough to warrant the hope that export business in legitimate hands will be resumed ere very long. There has been a moderate recovery in the demand for deal freight from the Provinces, and, at some slight decline from figures previously secured, further tonnage might be placed. General business continues inactive, but, the late demoralization in freights having been checked, and not too many boats now pressing on the market, we look to a general recovery and a somewhat higher range of freights in every direction. Rates for timber from the Gulf ports having been established on a basis satisfactory to both shippers and owners, a fairly large business has been effected in charters for this commodity.

The conditions of our market for sailing vessels have not undergone any material change since our last. Neutral tonnage remaining scarce, full rates have been paid for barrel oil vessels to Europe and lumber carriers to the River Plate, but in other lines there has not been much activity. An interesting feature of the market, is the chartering of several ships for coal from Philadelphia or Baltimore at $7 per ton to Honolulu or Manila.

"Why did young Simpleton come home?"

"They fired him."

"What was the cause?"

"Why, you know, he was stationed on one of the old monitors with the other Naval Reserves, and right after he got aboard one of the officers told him to take his trick at the wheel. Simpleton looked at the wheel and then looked at the officer. Then he looked back at the wheel, shook his head, and regretfully remarked: 'Excuse me sir, but I am not a trick rider.' "—Cleveland Plain Dealer.

STEEL TUBES FOR THE NAVY.

The Shelby Steel Tube Company, with offices in Cleveland, recently acquired the interests of a number of the largest seamless tube mills both in Pennsylvania and Ohio, have secured a large contract from the United States Navy Department for boiler tubes. These tubes are of seamless cold-drawn steel, 2¼ inches in diameter by 9 gage. All of the tubes are upset on one end It is understood that this order comprises a full set of tubes for all of the boilers for the battleships Iowa, Brooklyn, Cincinnati, Bennington, and a partial set for the Texas. These tubes are all to be delivered within sixty days. The Shelby Steel Tube Company are thoroughly equipped for doing this class of work.

This contract is of general interest, inasmuch as it is the first time of late years where the United States Navy have taken the steel tube in preference to the lap-welded charcoal iron tube that they have heretofore been using. The specifications governing the purchase of tubes for marine boilers of standard Scotch type have been amended so as to admit of the use of seamless cold-drawn steel tubing in competition with the lap-welded charcoal iron tubes.

TO MOVE TO THE COAST.

It has been well known that for some time past Mr. F. W. Wheeler has been making frequent trips and spending considerable time down east. In this connection a report comes from Bay City as follows: The retirement of ex-Congressman F. W. Wheeler from lake shipbuilding is thought to be but the forerunner of his advent into a project for the construction of steel ships near New York. Mr. Wheeler has had an office in New York for some time, and has been engaged in interesting capitalists in a large shipbuilding plant. In this he has been aided by the public utterances of Andrew Carnegie and other leaders in the iron and steel industry, to the effect that the time has come when steel ships can be built as cheaply in the United States as any other place in the world. Mr. Wheeler has had a long, hard pull with financial troubles that followed the panic of 1893, and it is said he has given up all hope of saving anything from the wreck of his company here. His aim is to build up a new fortune in new fields.

VISIBLE SUPPLY OF GRAIN

As compiled for The Marine Record, by George F. Stone, Secretary Chicago Board of Trade.

Cities Where Stored.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley Bushels.
Buffalo	2,398,000	915,000	1,649,000	131,000	266,000
Chicago	1,373,000	7,593,000	625,000	405,000	26,000
Detroit	61,000	134,000	22,000	27,000	.....
Duluth and Superior	4,066,000	2,352,000	552,000	101,000	65,000
Milwaukee	120,000	.....	5,000	4,000	40,000
Montreal	424,000	152,000	1,047,000	86,000	31,000
Oswego	.....	52,000	.....	.....	.....
Toledo	332 000	795,000	200,000	34,000	.....
Toronto	21,000	.....	2,000	.....	2,000
On Canal	.....	559,000	323,000	25,000	.....
Grand Total	21,587,000	21,159,000	7,869,000	1,282,000	583,000
Corresponding Date, 1897	24,450,000	14,000,000	9,429,000	2,343,000	1,357,000
Increase	.....	1,044,000	672,000	.....	20,000
Decrease	1,085,000	.....	.....	138,000	.....

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

EVANSTON LIFE-SAVING STATION.

The life-saving station at Evanston, Ill., is to be moved within the next two weeks because the new Fisk hall is being built on the site of the old station. The life-saving officials have decided on a new structure to contain living rooms for the family of the captain and crew. The new station will be about half a mile north of the present site.

A MAMMOTH DRY DOCK.

A new dry dock at Govan, in Scotland, is 880 feet floor length, 83 feet bottom width, 115 feet at top, and 26 feet over sill at average high water. This dock has been building for several years. A gate divides it into two lengths of 460 and 420 feet respectively. It is controlled by the Clyde trustees and is known as dock No. 3. The bottom consists of a brick invert nearly 6 feet thick, covered by concrete 6 feet thick at the center, and about 18 inches at the sides, so as to give a chamber. The floor is causewayed with granite. The side walls are of concrete, incresed in 12-inch sheet piling and a brick wall. The altars, or steps, are of concrete faced with granolithic, and the side walls and end walls are surmounted by a massive granite cope. The total cost of the dock, including pumping and other apparatus was about $1,204,500.

RECORD CARGO OF THE LAKES.

The new steel steamer Superior City of the Zenith Transportation company, of Duluth, from Two Harbors for South Chicago with 6,824 net tons of ore reached the latter port this week. This is the best fresh water record, beating that of the W. R. Linn, which took 6,496 net tons of corn from Chicago to Parry Sound, Ont. This is the maiden trip of the Superior City and her first cargo. She was built by the Cleveland Ship Building Company, and was the first vessel launched at the new yard at Lorain. She is in command of Capt Ralph Lyons.

THE LUMBER CARRIERS' ASSOCIATION.

President Comstock, of the Lumber Carriers' Association, who has spent the past two months at Alpena, has returned to Detroit. He declares that the association is in good shape, and that no vessel owner would gain anything by deserting it. "If there were no association at all," he says, "there would not be cargoes at the present time for half the fleet, even at $1 per M. I have not in many years seen the market in so deplorable a state. The war is chiefly responsible for this. It has stopped building to a large extent in this country, and it has totally killed the export trade to Cuba and the West Indies. It is not well known, but it is a fact, that large quantities of Northern pine go to those Southern islands and to Central America and Brazil. The Southern America pine is too heavy and full of pitch to supply the demand which is filled by our product.

"But even before the war is over you will see lumber begin to move to some extent, I think. The Northern mills are all running yet, and they are stocking the wharves to the point where the stuff will have to be cleared off. The buyers will begin to stock up pretty soon, and the boats will begin to carry down. But they might as well make all their purchases on a basis of association carrying rates, for it will be forced on them.

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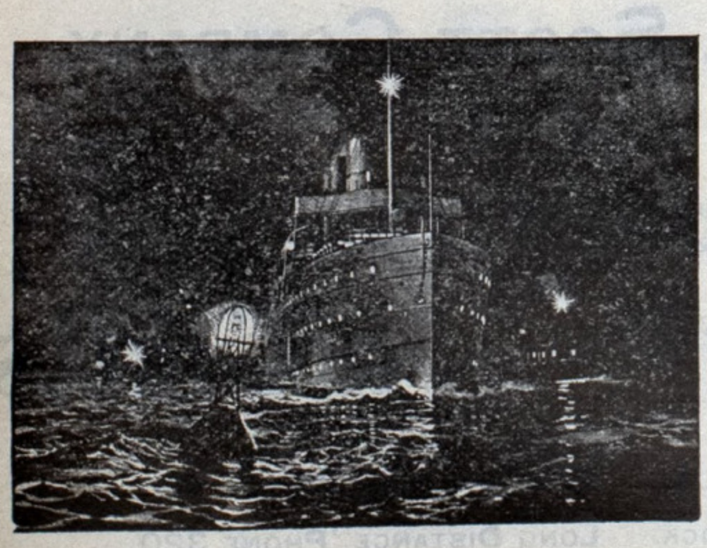

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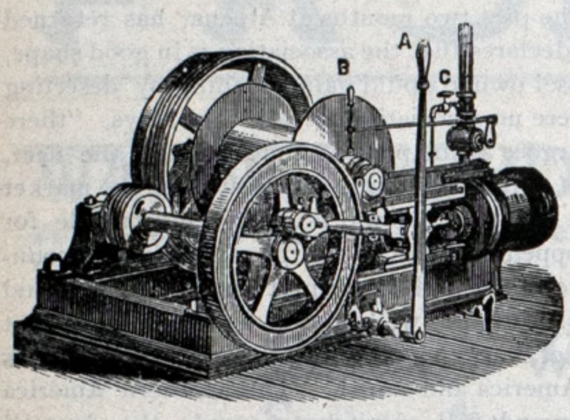

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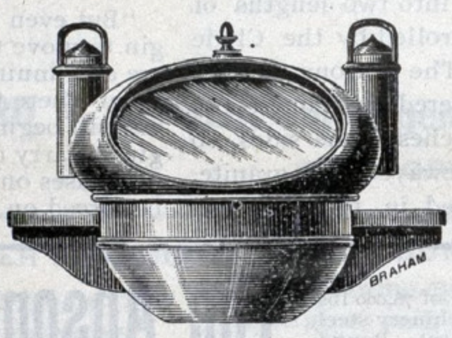

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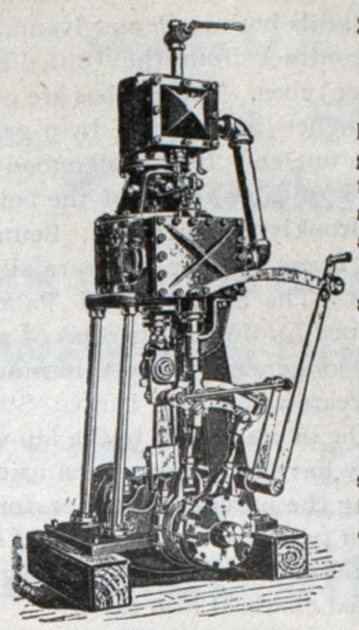

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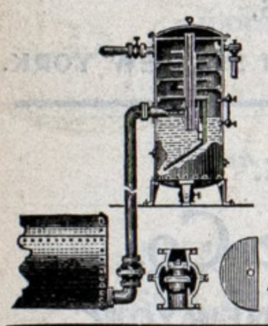

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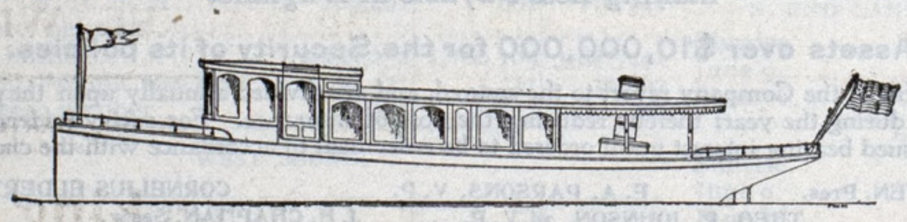

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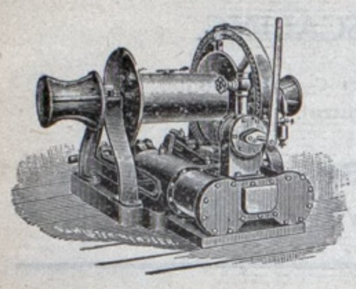

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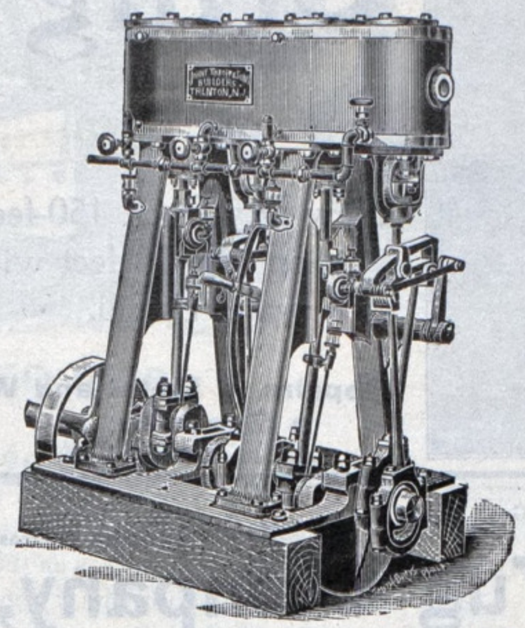

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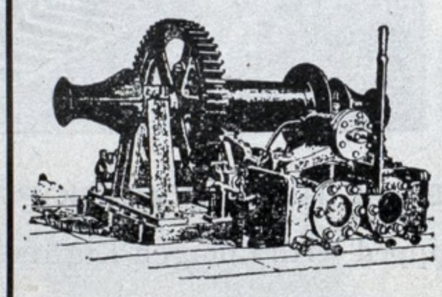

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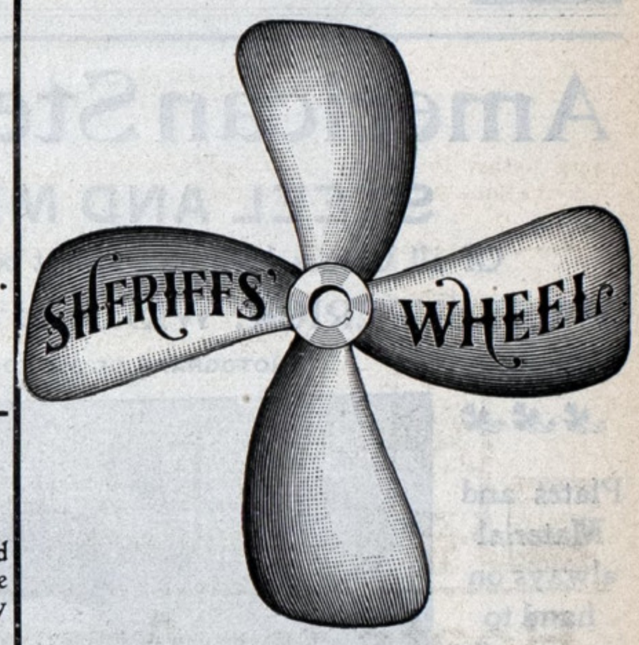

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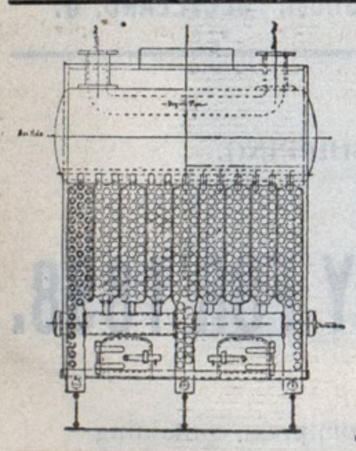

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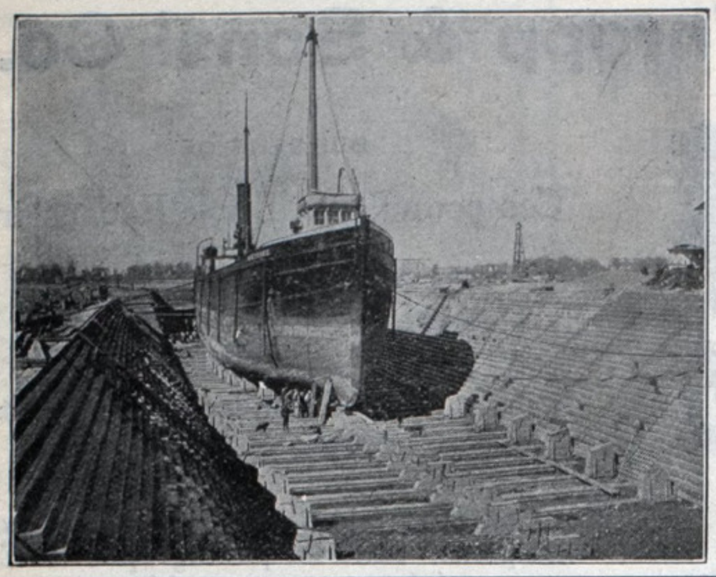

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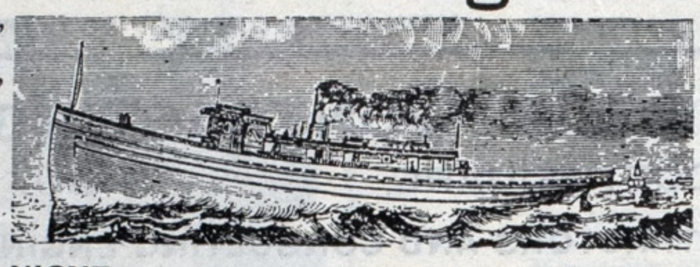

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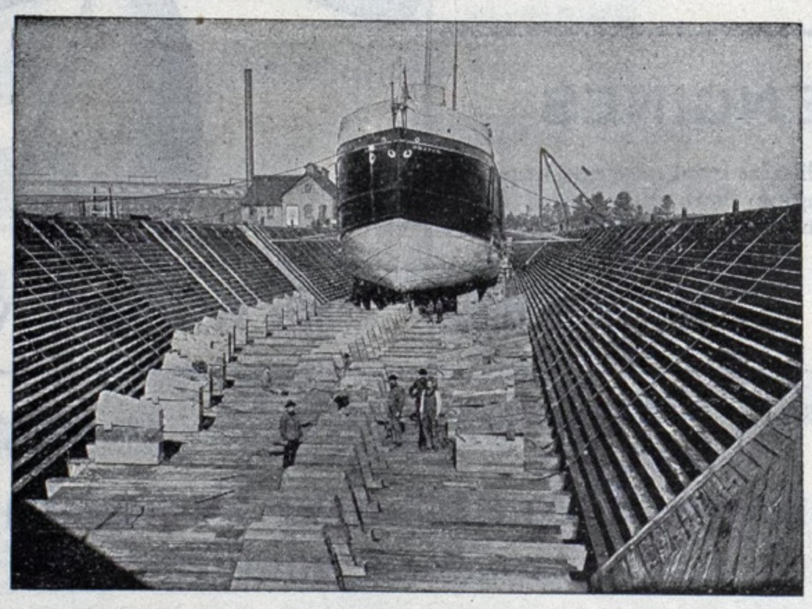

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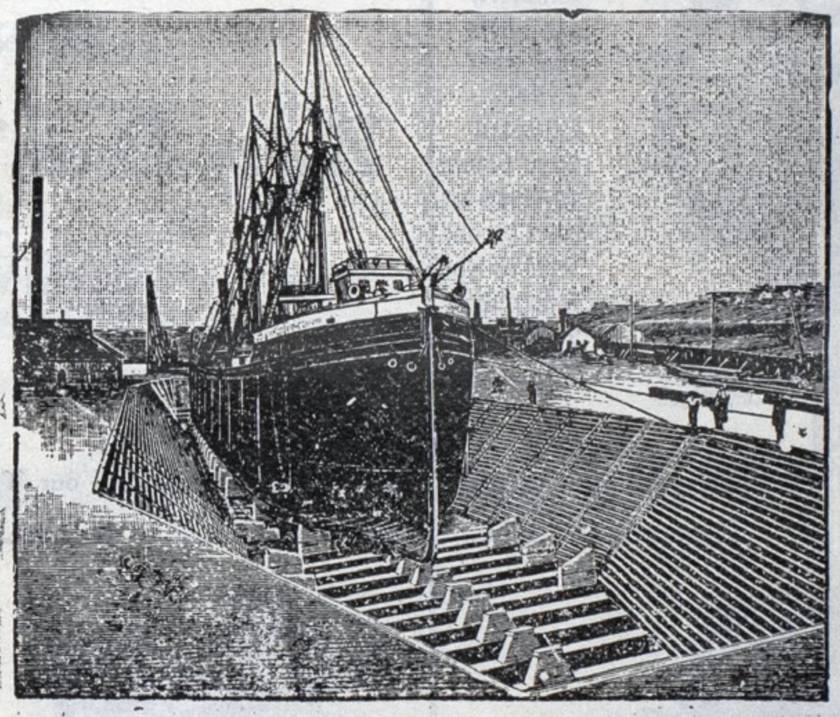

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